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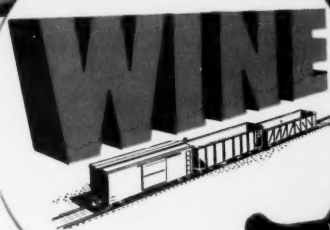
Transportation  
January

# RAILWAY AGE

OCTOBER 8, 1949

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# RAILWAY AGE

With which are incorporated the Railway Review, the Railway Gazette, and the Railway-Age Gazette. Name Registered in U. S. Patent Office and Trade Mark Office in Canada.

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## WEEK AT A GLANCE

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**"DEREGULATION" OF RAILROADS:** *Railway Age* has consistently advocated that, in view of the present highly competitive nature of the transportation industry, the railroads should be relieved of some of the regulation imposed upon them. One of our readers—the chief legal officer of the Netherlands Railways—has been kind enough to describe for us the nature and results of partial "deregulation" of railroads as practiced in his country. His letter on the subject appears on page 64.

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**EIGHT MONTHS' EARNINGS:** The railroads' net income for the first eight months of 1949 totaled \$239 million, against \$423 million in the first two-thirds of 1948. For details of revenues and expenses, see the News section.

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**CONSTRUCTIVE CRITICISM:** Various phases of railroad freight service came in for some pretty pointed criticisms at last week's meetings of the New England and Great Lakes Shippers Advisory Boards. But, sharp as the criticism was, it was well intended and came from generally friendly critics, which makes it all the more worthy of serious consideration by those railroad men in position to help correct the conditions complained of. Reports of both meetings—of the suggestions offered and of the railroads' statements to the shippers—appear in the News.

---

**SLAP FOR D. OF J.:** The would-be railroad wreckers in the Department of Justice got a sharp setback at Washington this week, when the Interstate Commerce Commission unanimously approved the rate-procedures agreement proposed by 112 western railroads and the Pullman Company under the Reed-Bulwinkle Act. The commission, which presumably will now also approve similar agreements filed by eastern and southern roads, ordered only a few slight modifications in the agreement as proposed; found the western pact advantageous "to the public interest" and to the "national transportation policy"; rejected completely the Justice Department's opposing contentions, and saw "no practical alternative" to approval of the agreement. Page 68.

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**CONVENTION SEASON:** With the fall convention season in full swing, this week's issue of *Railway Age* includes reports of three recent national meetings of special interest to railroad men—those of the Electrical Sections of the Association of American Railroads at Chicago (page 53); of the Communications Section of the A.A.R. at Portsmouth, N. H. (page 62), and of the American Short Line Railroad Association at Chicago (page 65). In addition, the National Defense Transportation Association met at Atlanta, Ga.; the News pages contain an account of an address to that group by A. L. M. Wiggins, board chairman of the A. C. L. and L. & N.

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**LOOKING FORWARD:** Beginning on page 57 is an abstract of an address to the Master Boiler Makers' Association by E. P. Gangewere, assistant general manager of the Reading.

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**REPETITION OF HISTORY:** Those who are familiar with railway history will have their pessimism—regarding the future of the railroads—greatly moderated by what has occurred in the past. If general business is good the railroads—in spite of the competition of other carriers—will get enough traffic to benefit greatly, as they did after World War I, by the economies the improvements being made will enable them to effect. Those two statements, quoted almost verbatim from our leading editorial (page 45), indicate the ideas set forth therein. The editorial itself includes a comparison of circumstances confronting the railways, both internally and externally, after the two World Wars; an analysis of how those circumstances developed after the first one, and a suggestion that they may again develop in somewhat the same way now.

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**COAL PILE:** Despite the rapid increase in use of Diesel-electric locomotives, coal is still an important railroad fuel—particularly to a road which, like the coal-carrying C.&O., continues to rely on steam motive power. And with the state of the nation's coal supply second only to the World Series in domestic news interest (as, at least, of this issue's press date) a discussion of the C.&O.'s highly-mechanized methods of handling coal into and out of storage is both appropriate and timely. Such a discussion, well illustrated, begins on page 48.

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**JULY PURCHASES:** An analysis of railroad purchases for July and the first seven months of 1949, compared with corresponding months and periods in other years, appears on pages 51 and 52.

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**FINAL CURTAIN:** The Railroad Fair at Chicago closed its second, and final, season on October 2. Somewhat surprisingly, but very happily for all concerned, the second season, measured by the number of paid admissions, was even more successful than the first. Final figures, and details of the Fair's closing, are given in the News.

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**VERSATILE JEEP:** The jeep is a versatile vehicle. And by designing for it a driver-operated hydraulic lift the Monroe Auto Equipment Company, of Monroe, Mich., has given it a still wider range of uses, particularly in railroad maintenance-of-way work. The new attachment, its operation, and some of the ways in which it can be employed, are described and illustrated on page 60.

---

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— and does it with  
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increase in motor life

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## POSTWAR HISTORY IS REPEATING ITSELF

We are passing through one of those periods through which we have often passed, when those not familiar with railroad history are pessimistic regarding the future of the railroads. Their pessimism probably will be intensified by the earnings reported during the last one-third of 1949. The establishment of the 40-hour week for non-operating employees on September 1 doubtless will cause an increase in operating expenses exceeding the increase in earnings caused by the advance in freight rates which went into effect on that date, especially as traffic is being severely curtailed by the nationwide strike in the coal mines.

### **History Moderates Pessimism**

Those who are familiar with railway history will have their pessimism greatly moderated by what has occurred in the past. Most people will recall that the railways astonished almost everybody, including even their own managements, by the way in which they handled the traffic of World War II. But, probably to few will occur the striking analogy between what occurred immediately after World War I, and what has occurred and is still occurring, and likely will continue to occur, following World War II.

Under government operation in 1918 and 1919, the expenses of the railways were increased so much

more than their rates and earnings that when they were returned to private operation on March 1, 1920, they were incurring a huge deficit. The government continued its wartime guarantees of net return during the first six months of private operation, March 1 to September 1, 1920, and the railroads applied for large advances in rates. In May, 1920, the Railroad Labor Board granted an advance in wages of more than \$700 million a year. This forced the railroads to increase the advance in rates for which they were already seeking authorization from the Interstate Commerce Commission, and the commission authorized large advances in rates effective on September 1, the date on which the advance in wages went into effect and the government guarantees expired.

It happened that at the time when these advances in wages and rates went into effect the nation and the railways were suffering the most precipitous decline of general business and traffic that had ever occurred up to that time. As a result, the advance in rates completely failed to offset the advance in wages and other expenses, and the net operating income made in the last one-third of 1920 and in 1921 was so disappointing that the railways seemed to be headed for universal bankruptcy. As their results in the last one-third of 1949, largely because of the loss of traffic now being suffered owing to the strike in the coal mines, are likely to be poor, it is

desirable and enlightening to consider what happened in the years 1922-1929.

The caption on the leading editorial in *Railway Age* in its first issue of 1922 declared 1921 the "Worst Year in Railway History." There began on April 1, 1922, a strike in all the union coal mines. There began on July 1, 1922, because of the authorization of reduction in wages by the Railroad Labor Board, simultaneously with a reduction of freight rates ordered by the Interstate Commerce Commission, a nation-wide strike of railway shop employees. Nevertheless, in the latter part of 1922, general business and traffic had improved so much that the railways reported the largest shortage of freight cars in their history—a shortage which continued until almost the middle of 1923. During the rest of 1923, the managers of the railways got such complete control of the situation and so greatly increased the efficiency of operation that in the entire year 1923 the railways (1) handled a larger freight traffic than they ever had before, (2) earned more net operating income than ever before excepting in 1916, (3) increased their investment more, and (4) made larger purchases of equipment and materials than in any previous year.

#### **Capital Expenditures Improve Earnings**

The gross earnings of the railways in 1920 and 1923 were almost the same—about \$6,200 million—but due to increased efficiency, operating expenses in 1923 were almost a billion dollars less than in 1920. In consequence, although in 1920 net operating income (exclusive of government guarantees) was only about \$12 million, it increased in 1923 to \$974 million. The capital expenditures of \$1,059 million made in 1923 were the largest in history up to that time, and included \$682 million for equipment and \$377 million for roadway and structures. There followed a period of prosperity for the railway industry which did not end until 1929, and during which (1923-1929) capital expenditures on additions and betterments were \$6 billion.

What enabled the railways to make such a complete and dramatic "comeback" in spite of the great increase in costs which occurred during the war and the postwar period and the almost unprecedented decline of traffic and earnings which occurred in the postwar period? (1) The recovery of general business which for seven years provided them with a record traffic, (2) the large capital expenditures they made in 1923-1929 which enabled them to improve their service greatly and effect economies, and (3) management able and courageous enough to make these capital expenditures and to accomplish the increase in efficiency of operation that the capital expenditures made possible.

Will history repeat itself? It has been repeating itself. The railways have been making huge capital expenditures since World War II, those made in 1947 being the largest since 1926, those made in

1948 being the largest in any year in history and those made in 1949, actual and estimated, exceeding those made in 1948. The capital expenditures of slightly more than \$1 billion made in 1923 were the highest on record until 1948. The expenditures made in 1948 were \$1,266 million and those estimated for 1949 are \$1,297 million. These huge expenditures for additions and betterments (amounting since 1945 to \$4 billion) cannot fail, as the improvements they provide go into use, to enable the managements largely to offset the large postwar increases in costs with economies.

#### **"If General Business Is Good . . ."**

Actually, the most important question regarding the early future of the railways is what will be the condition of general business. If general business is good the railways—in spite of the competition of other carriers—will get enough traffic to benefit greatly, as they did after World War I, by the economies the improvements being made will enable them to effect. It seems not at all unlikely that railway history during the years immediately ahead will be similar to the history of the period 1923-1929. In view of present conditions this may seem a bold prediction; but a prediction in 1921 or 1922 of what actually occurred in 1923-1929 would have seemed even bolder.

## **THE IMPORTANCE OF FINANCING PROPERTY IMPROVEMENTS**

As evidence multiplies that the railroads have gone about as far as they can at present in obtaining approval for higher general freight rate and passenger fare levels to offset higher costs, more thought is being given to finding a practicable way to finance expense-reducing fixed property improvements without having to pay for them out of current earnings. Articles discussing the possibilities in this direction have appeared recently in *Railway Age*.

The legal and financial problems involved seem complicated—in fact the temptation is strong to give up the idea as impracticable after only a few moments of exploratory thinking about it. But who will go so far as to say that the difficulties are insurmountable?

Railroad fixed property improvements may be divided into two categories. One includes those improvements, such as new freight yards and curve- and grade-reduction projects, that are made primarily to promote operating efficiency. In the other classification are undertakings carried out primarily to reduce maintenance costs. This group includes

such improvements as the installation of heavier rail, better ballast, larger and longer ties and larger tie plates, all of which are intended to effect savings in track maintenance costs by giving the track a greater degree of permanence.

Because of their direct relationship to the achievement of expense reduction the possibility of finding a practicable way to finance improvements in the second category is especially inviting. Engineers generally know of various things that can be done to the track structure that will result in important reductions in maintenance costs, but more often than not these undertakings must be deferred, temporarily or permanently, because of the difficulty of getting funds to pay for them. If a satisfactory system could be devised under which track improvements could be financed with borrowed funds that would be amortized from the savings effected, there is little doubt that efforts to develop a track structure of greater permanence than is now possible would be stimulated to the degree necessary to assure eventual success.

It is important for the railroads to determine whether it is feasible to obtain money to finance property improvements, especially those designed to reduce track-maintenance costs, by some arrangement comparable to that by which rolling stock purchases are financed. The thinking on this subject to date apparently has largely been done outside the railroad industry. Since the railroads have such an important stake in the matter, would it not be logical for them, individually or collectively, to take the initiative in efforts to develop appropriate methods for making more funds available for these purposes?

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## DOUBLE-SCREENED COAL

For some years past the quality of coal for locomotive use has been a subject of discussion among railway fuel men and locomotive operating officers. A campaign to change the long-established practice of the majority of railways of using mine-run coal to the use of prepared sizes for road locomotives has been conducted by a group of forward-looking men representing both the railroads and the coal mines. Some success has been achieved, but the rate at which the change has been taking place has at best not been encouraging.

The historic attitude of the railways serving the coal fields has been one of taking any coal which could be purchased at a low price, often with the underlying motive of encouraging the development of more coal production on the home line. Instances are known where the entire product of a mine which could not be disposed of commercially has been taken

by a railroad in order to strengthen the operator in his effort to market coal of a better quality from other mines to commercial customers. Thus many railroads over the years have become adept at running their trains with locomotives through the fire-boxes of which passed real estate more or less diluted with hydrocarbons. Even a disposition to purchase coal on a B.t.u. basis did not always insure coal of good quality, if the price of dirt was low enough.

During the years prior to the era of long locomotive runs locomotives did remarkably well under these conditions. True, fires frequently had to be cleaned en route and did not have to be kept in shape over more than a single operating district; and the locomotives smoked and fouled the ballast with cinders, not to mention the territory adjoining the right-of-way. Because nothing better was available such performance was acceptable.

The advent of long locomotive runs raised standards of fire condition and reduced the extent to which dirty coals could be tolerated. The improvements from this source, however, did not go far enough in efficiency, or in cleanliness, to make the steam locomotive a good neighbor. The advent of the Diesel-electric locomotive in road service has provided a basis of comparison which throws the spotlight on these deficiencies of steam operation.

There are no new facts in the situation as far as the steam locomotive is concerned. During the days when it was expected to burn whatever fuel could not be burned elsewhere it was, of all users of coal, least well adapted for such service, with the possible exception of domestic heating plants. Run-of-mine coal need not necessarily be dirty, although it frequently is. But when burned at high rates of combustion in the locomotive firebox, with its extremely limited volume, much smoke is produced and the fines are spread over the countryside.

The campaign to develop the use of prepared sizes of coal recognizes these facts. The limitations of grate area and combustion volume of the locomotive boiler call for the use of sized coal. From a performance standpoint best results have been obtained by using double-screened coal with a minimum size limited to what can be kept on the grates and a top size limited to that which will not suffer too much deterioration from crushing in passing through the stoker. Numerous trials have indicated that the higher price of prepared coals is justified by the reduction in the amount burned.

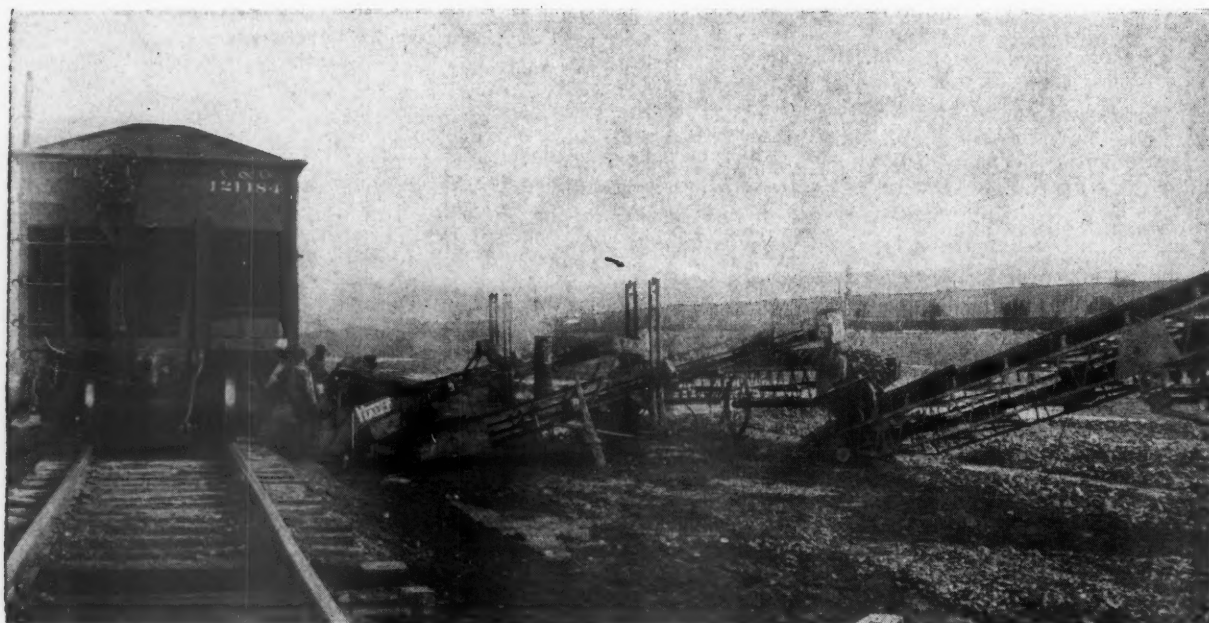
Since Diesels have supplanted steam power, so far as the purchase of new locomotives is concerned, there seems to be some disposition to abandon the steam locomotive to its fate without consideration of measures to improve its performance while it is still in service. As long as steam motive power is in use, the railroads can neither afford to continue the losses caused by unnecessary inefficiency in the use of fuel nor to lose public good will by permitting steam locomotives to be dirty neighbors.



## CHESAPEAKE & OHIO HANDLES

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*For use in such circumstances as the "work stoppage" now in effect in the mines, fuel is moved by mechanical equipment*



Another view of the equipment. One of the timber unloading pits is in the foreground

Facing page—The C. & O.'s arrangement for stockpiling company coal at Raceland, Ky., is based on a group of mechanical conveyors

Right—Special shields confine the coal to the pit area



## EMERGENCY COAL WITH CONVEYORS

**S**tockpiling of coal to accumulate reserve supplies that will permit continued operation when the normal flow from the mines is interrupted, as at present, has become a common practice on the railroads. Among the roads that have adopted this practice is the Chesapeake & Ohio, which relies almost entirely on steam motive power. This company maintains reserve supplies of coal at several points, the largest being at Raceland, Ky., near the large terminal at Russell.

For the past year the coal at Raceland—as well as that at several other points—has been handled, both into and out of storage, by a combination of mechanical conveyors, arranged to take the coal as it flows from the pockets of hopper cars and deposit it in large piles adjacent to the unloading track, or to handle the coal from storage back into cars.

### Set-Up at Raceland

Records of the operations at Raceland indicate that the cost of unloading coal averages about 10 cents a ton, and that loading is being accomplished at about the same expenditure. This compares with 28 cents a ton at other points on the line where conveyors are not used. Daily handling at Raceland averages 33 cars, with a maximum for eight hours of 37 cars.

In preparing the facility at Raceland, a single unloading track, 3,800 ft. long, was constructed in a

level, open field, and 38 unloading pits, of heavy timber construction, were provided at intervals along the track. These pits, each 39 in. wide and 18 in. deep, are arranged in pairs on 90-ft. centers, with 35 ft. between centers of the pits comprising each pair. Thus, only about 1,710 ft. of the track is used for unloading and loading, leaving about 1,000 ft. at each end for temporary storage of loaded or empty cars for the day's work. The arrangement of pits enables the force to unload two cars of the type assigned to company coal service at one time. Portable sheet-steel shields are placed at the pits to guide the coal into them.

Yard crews place the daily supply of cars convenient to the point of work, after which they are spotted at the desired pits by means of Link-Belt car pullers. The car pullers are mounted on skids so they may be moved to various points as the length of the stock pile changes.

The conveyor equipment employed at Raceland was furnished by the George Haiss Manufacturing Company, New York, a division of Pettibone Mulliken Corporation of Chicago. It includes two 24-in. by 19-ft. drag-type car unloaders, working directly in the pits, each discharging on a separate inclined 24-in. by 25-ft., trough-type belt conveyor. The two inclined conveyors are placed so that both discharge on a single 30-in. by 45-ft. horizontal trough-type conveyor equipped with



a reversing belt. This unit, in turn, discharges on the last of the conveyor units—a 30-in. by 75-ft. elevating conveyor—which does the actual piling of the coal.

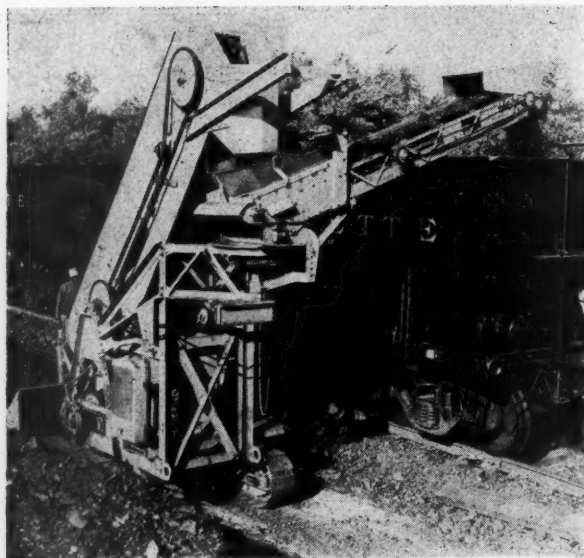
#### **All Units Are Portable**

All of the conveyors are portable, being mounted on steel farm wheels, and all are powered by individual gasoline engines through a chain drive. Normally, operation may be carried on at one pair of unloading pits for three days, although it is necessary to change the position of the various belt conveyors several times during this period. By moving the conveyors, it is possible to distribute coal in a continuous pile, parallel with the track, 115 ft. wide at the base and 41 ft. wide on top.

A tractor bulldozer, operating on top of the pile, is used to spread the coal back from the discharge point and to keep the height of the pile fairly uniform. While the 75-ft. elevating conveyor is capable of piling coal to a height of 21 ft., the practice at Raceland is to restrict the height to 20 ft. The near toe of the pile is 10 ft. from the unloading track. The bulldozer is also used to move the conveyors when this becomes necessary.

When a "work stoppage" develops in the mines, making it necessary to load coal into cars for shipment, the relative position of the conveyors and other equipment is reversed. Two bulldozers are used to shove the coal from the stockpile into the receivers of the car unloaders, while the 75-ft. final conveyor is used to complete the actual loading. Frequently, the 45-ft. horizontal conveyor is not required in this operation. It is reported that the spoilage of coal is negligible.

When coal is unloaded at Raceland the force employed includes a foreman and seven men: one man operating the conveyors; one operating the bulldozer;



Left—When coal is loaded at Raceland, bulldozers are used to push the material into the receiver of the car unloaders. The 75-ft. elevating conveyor completes the loading operation

Above—On the Pere Marquette district, the coal is piled close to the track. It is reloaded, when needed, by a Haiss self-propelled bucket loader

one spotting cars with the car puller and handling the hopper doors; and four men (two in each car) pushing coal into the pockets. In cold weather three men are used in each car. When coal is loaded, the organization is changed to include two bulldozer operators, but only two men are used to trim the coal in the car.

The C. & O. has also used Haiss equipment at several points on its Pere Marquette district where company fuel is stored. The operation at these points differs in many respects from that at Raceland. Only the car unloaders and 25-ft. inclined conveyors are used to unload coal, piling it in relatively low continuous piles close to the tracks.

When coal is loaded from these piles into cars, the road uses a Haiss bucket loader—a self-propelled unit having a steeply inclined bucket conveyor, with a short, swiveled discharge belt at the upper end of the bucket conveyor. This unit moves forward into the stock pile parallel with the track and, aided by lateral feeding propellers, picks up all the coal in an eight-foot swath and elevates it to a height above the sides of hopper cars. The swivel discharge belt enables the coal to be discharged over the side of the car at any angle up to 90 deg. either way from the direction of motion of the loader. When the loader completes a pass along the length of the pile, the track is shifted toward the remainder of the pile and the loader then makes another pass. This equipment can handle 3 cu. yd. of coal per minute and it is reported that about 22 min. are required to load a 50-ton hopper car.

Coal storage on the C. & O. is carried out under the general direction of L. T. Nuckols, chief engineer, Richmond, Va., and under the direct charge of the division engineers of those divisions on which such operations are conducted.

# RAILROADS' JULY PURCHASES \$135 MILLION

**Expenditures for manufactured products matched last year—Inventories dropped for third consecutive month**

In July railroad purchases of materials, supplies and fuel, plus orders for new equipment, totaled \$135,266,000, bringing the amount of such expenditures for the first seven months of 1949 to \$1,220,547,000. This total is considerably below the \$1,731,058,000 for the corresponding period last year. The difference is accounted for by a fall in fuel buying and particularly by a decline in equipment orders, since purchases of manufactured articles are about equal to the same period of 1948. The falling off of fuel purchases is explainable in part by a decline in railroad business and, of course, also by the growing use of Diesel-electric locomotives, which require about 25 per cent less fuel, dollarwise, than the coal-burning steam locomotive, for an equal amount of work. Also, the railroads have a large stock of coal, in terms of days' supply.

The estimated value of equipment orders in July was \$3,544,000. This includes \$1,714,000 for 408 freight cars and \$1,830,000 for 14 Diesel-electric locomotive units.

For the third month in succession the value of in-

## 1949 RAILWAY PURCHASES\*

	July (000)	Seven Month Totals 1949 (000)	Seven Month Totals 1948 (000)
Equipment**	\$ 3,544	\$ 96,054	\$484,453
Rail	10,873	67,757	52,186
Crossties	7,271	55,411	42,869
Other Material	76,073	635,799	665,401
Total from Manufacturers	\$ 97,761	\$855,021	\$1,244,909
Fuel	37,505	365,526	486,149
Grand Total	\$135,266	\$1,220,547	\$1,731,058

\*Subject to revision

\*\*Amount placed on order

ventories decreased, reaching \$854,036,000 on July 1. All categories in the *Railway Age* breakdown, with the exception of crossties, contributed to this downward trend.

## JULY\* PURCHASES OF MANUFACTURED GOODS (Excl. Equip. & Fuel)

July '49 Compared to Other Julys (000)			July '49 Compared to Other Months '49 (000)			Seven Month Totals '49 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1943	\$74,615	+26	Jan.	\$114,861	-18	1943	\$463,928	+64
1944	86,971	+ 8	Feb.	109,317	-14	1944	591,760	+28
1945	83,978	+12	Mar.	118,808	-21	1945	570,668	+33
1946	82,185	+15	Apr.	111,742	-16	1946	540,509	+40
1947	105,869	-11	May	106,593	-12	1947	711,263	+ 7
1948	110,457	-15	June	103,429	- 9	1948	760,456	—
1949	94,217		July	94,217		1949	758,967	

## JULY\* PURCHASES OF RAIL

July '49 Compared to Other Julys (000)			July '49 Compared to Other Months '49 (000)			Seven Month Totals '49 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1943	\$4,332	+151	Jan.	\$7,361	+48	1943	\$31,565	+115
1944	5,597	+ 94	Feb.	8,637	+26	1944	44,855	+ 51
1945	6,989	+ 56	Mar.	10,264	+ 6	1945	42,648	+ 59
1946	5,670	+ 92	Apr.	10,818	+ 1	1946	29,866	+127
1947	8,024	+ 36	May	9,807	+11	1947	49,683	+ 36
1948	7,143	+ 52	June	9,997	+ 9	1948	52,186	+ 30
1949	10,873		July	10,873		1949	67,757	

## JULY\* PURCHASES OF CROSSTIES

July '49 Compared to Other Julys (000)			July '49 Compared to Other Months '49 (000)			Seven Month Totals '49 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1943	\$7,550	- 4	Jan.	\$7,859	- 7	1943	\$42,807	+29
1944	7,475	- 3	Feb.	7,095	+ 2	1944	50,159	+10
1945	5,778	+26	Mar.	8,362	-13	1945	40,647	+36
1946	7,851	- 7	Apr.	8,159	-11	1946	50,428	+10
1947	8,535	-15	May	8,065	-10	1947	57,092	- 3
1948	7,621	- 5	June	8,600	-15	1948	42,869	+29
1949	7,271		July	7,271		1949	55,411	

\*Subject to revision

# **JULY\* PURCHASES OF OTHER MATERIAL**

July '49 Compared to Other Julys (000)			July '49 Compared to Other Months '49 (000)			Seven Month Totals '49 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1943	\$62,733	+21	Jan.	\$99,641	-24	1943	\$389,556	+63
1944	73,899	+3	Feb.	93,585	-19	1944	496,746	+28
1945	71,211	+7	Mar.	100,182	-24	1945	487,373	+30
1946	68,664	+11	Apr.	92,765	-18	1946	460,215	+38
1947	89,310	-15	May	88,721	-14	1947	604,488	+5
1948	95,693	-21	June	84,832	-10	1948	665,401	-4
1949	76,073		July	76,073		1949	635,799	

# **JULY\* PURCHASES OF FUEL**

July '49 Compared to Other Julys (000)			July '49 Compared to Other Months '49 (000)			Seven Month Totals '49 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1943	\$43,695	-14	Jan.	\$65,089	-42	1943	\$305,796	+20
1944	47,384	-21	Feb.	57,530	-35	1944	353,443	+3
1945	47,049	-20	Mar.	57,760	-35	1945	329,216	+11
1946	50,270	-25	Apr.	49,848	-25	1946	305,349	+20
1947	49,404	-24	May	52,391	-28	1947	379,260	-4
1948	68,011	-45	June	45,403	-17	1948	486,149	-25
1949	37,505		July	37,505		1949	365,526	

# **JULY\* TOTAL PURCHASES (Excl. Equip.)**

July '49 Compared to Other Julys (000)			July '49 Compared to Other Months '49 (000)			Seven Month Totals '49 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1943	\$118,310	+11	Jan.	\$179,950	-27	1943	\$769,724	+46
1944	134,355	-2	Feb.	166,847	-21	1944	945,203	+19
1945	131,027	+1	Mar.	176,568	-25	1945	899,884	+25
1946	132,455	-1	Apr.	161,590	-18	1946	845,858	+33
1947	155,273	-15	May	158,984	-17	1947	1,090,523	+3
1948	178,468	-26	June	148,832	-11	1948	1,246,605	-10
1949	131,722		July	131,722		1949	1,124,493	

\*Subject to revision

# **JULY\* INVENTORIES OF RAIL**

July '49 Compared to Other Julys (000)			July '49 Compared to Other Months '49 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
July 1, 1943	\$20,811	+75	Jan. 1	\$33,243	+10
1944	22,729	+61	Feb.	36,408	
1945	25,213	+45	Mar.	39,054	-7
1946	22,716	+61	Apr.	42,681	-15
1947	26,536	+37	May	41,264	-12
1948	30,837	+18	June	38,365	-5
1949	36,486		July	36,486	

# **JULY\* INVENTORIES OF CROSSTIES**

July '49 Compared to Other Julys (000)			July '49 Compared to Other Months '49 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
July 1, 1943	\$56,863	+69	Jan. 1	\$94,256	+2
1944	75,244	+28	Feb.	94,164	+2
1945	67,450	+43	Mar.	98,833	-3
1946	76,000	+27	Apr.	101,987	-6
1947	88,686	+8	May	101,641	-5
1948	82,143	+17	June	94,615	+2
1949	96,167		July	96,167	

# **JULY\* INVENTORIES OF OTHER MATERIAL**

July '49 Compared to Other Julys (000)			July '49 Compared to Other Months '49 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
July 1, 1943	\$373,205	+67	Jan. 1	\$611,864	+2
1944	418,408	+49	Feb.	626,423	-1
1945	450,773	+38	Mar.	636,700	-2
1946	456,505	+37	Apr.	647,641	-4
1947	553,228	+13	May	642,872	-3
1948	610,025	+2	June	634,929	-2
1949	623,281		July	623,281	

# **JULY\* INVENTORIES OF SCRAP**

July '49 Compared to Other Julys (000)			July '49 Compared to Other Months '49 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
July 1, 1943	\$10,267	+61	Jan. 1	\$18,849	-12
1944	9,683	+71	Feb.	18,735	-12
1945	9,494	+74	Mar.	18,532	-11
1946	11,036	+50	Apr.	18,872	-12
1947	9,239	+79	May	17,936	-8
1948	14,210	+16	June	16,877	-2
1949	16,535		July	16,535	

# **JULY\* INVENTORIES OF FUEL**

July '49 Compared to Other Julys (000)			July '49 Compared to Other Months '49 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
July 1, 1943	\$55,595	+47	Jan. 1	\$96,900	-16
1944	62,558	+31	Feb.	91,831	-11
1945	53,708	+52	Mar.	88,647	-8
1946	44,691	+83	Apr.	82,014	-1
1947	56,565	+44	May	81,686	
1948	83,946	-3	June	83,436	-2
1949	81,567		July	81,567	

# **JULY\* TOTAL INVENTORIES†**

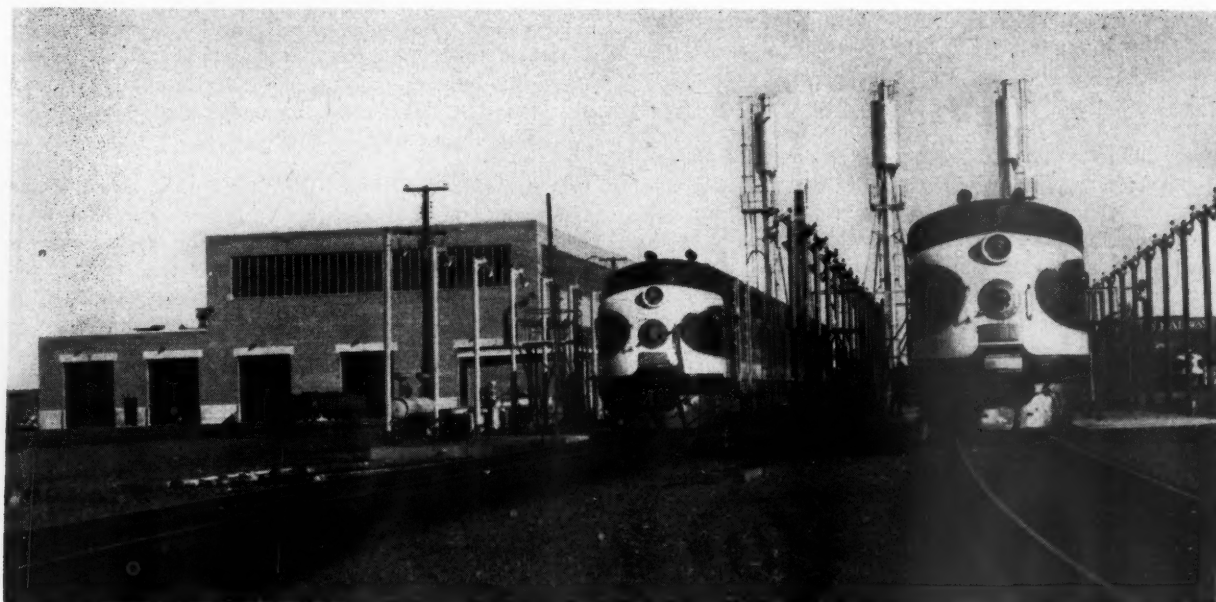
July '49 Compared to Other Julys (000)			July '49 Compared to Other Months '49 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
July 1, 1943	\$516,741	+65	Jan. 1	\$855,112	
1944	588,622	+45	Feb.	867,561	-2
1945	606,638	+41	Mar.	881,766	-3
1946	610,948	+40	Apr.	893,195	-4
1947	734,254	+16	May	885,399	-4
1948	821,161	+4	June	868,222	-2
1949	854,036		July	854,036	

\* Subject to revision

† All total inventory figures taken from I.C.C. statement M-125 for the month indicated.

# Electrical Sections Meet in Chicago

*Separate and joint meetings of the two A.A.R. sections and a joint meeting with Locomotive Maintenance Officers Association served to coordinate the work being done on the rapidly growing applications of electrical equipment to railroad service*



The Southern's Diesel shop at Citico, Tenn.

The Electrical Section of the Mechanical Division of the Association of American Railroads held its annual meeting on September 20 and 21 at the Hotel LaSalle, Chicago. September 22 was devoted to the annual meeting of the Electrical Section of the A.A.R. Engineering Division, also at the Hotel LaSalle. A total of 15 committee reports were presented and discussed at the two meetings, one report, on motors and control, having been prepared jointly by representatives of both sections. On the afternoon of September 21, the Mechanical Department section presented its report on Automotive and Electric Rolling Stock at a joint meeting of this group with the Locomotive Maintenance Officers Association at the Hotel Sherman.

## **Electrical Section, Mechanical Division**

At the opening session of the Electrical Section of the Mechanical Division, Chairman L. S. Billau, electrical engineer of the Baltimore & Ohio, welcomed members of the section and of the Railway Electric Manufacturers Association, calling attention to the enormous increase in the use of electrical apparatus by the railroads. Following his address, he announced the forthcoming retirement of J. A. Andreucetti, who has served 39 years as secretary-treasurer of the section

and its predecessors, the Association of Railway Electrical Engineers and the Association of Car Lighting Engineers. In recognition of his long and able service, Mr. Billau, in behalf of the section, presented to Mr. Andreucetti an engrossed, framed resolution, conferring upon him the title of secretary Emeritus.

## **Election of Officers**

The following officers were elected: Chairman: F. O. Marshall, chief engineer of the Pullman Company; Vice-Chairman (East): W. S. H. Hamilton, engineer electrical equipment of the New York Central; Vice-Chairman (West): L. C. Bowes, electrical engineer of the Chicago, Rock Island & Pacific; Committee of Direction: K. H. Gordon, assistant electrical engineer of the Pennsylvania; and D. C. Houston, electrical engineer of the St. Louis-San Francisco.

**WELDING AND CUTTING**—A major part of the welding and cutting report is given to the requirements of welding chromium and chromium nickel steel and high tensile steel. Attention is called to failures of auto loaders caused by improper welding procedure and resulting in large damage claims and some personal injury. Means for remedying the difficulties are proposed. In-

cluded in the report is a proposed form covering qualifying tests for welding operators. There are also safety instructions for procedure in oxyacetylene and electric welding. During the discussion of the report, attention was called to a pamphlet on safety which is now being revised by the American Standards Association.

**MOTORS AND CONTROL**—The first two assignments included in the report on motors and control deal respectively with new developments in general purpose motors and prelubricated bearings for general purpose motors. The third assignment deals with testing procedures in the traction motor repair shop, a number of railroad practices being described. Discussion brought out the vital importance of railroads exchanging experience if Diesel-electric locomotive maintenance costs are to be kept to a minimum. Returns from a questionnaire sent out to a number of railroads showed a considerable preference for the use of insulating baking ovens as compared with infrared lamps for this purpose. Floor plans showing the arrangement of facilities for the Southern's shop at Atlanta, Ga., which is now undergoing enlargement, are included in the report. Discussion of vacuum impregnation and of the use of vapor degreasers disclosed considerable differences of opinion with a trend toward extended use of both practices. A need for sealed motor-driven compressors for air conditioning was expressed.

**LOCOMOTIVE ELECTRICAL EQUIPMENT**—The locomotive electrical equipment report is concerned principally with means of reducing vibration and shock in headlight cases and sockets, and with maintenance practices for beam warning lights. Discussion centered largely around the use of sealed-beam lamps for locomotive headlights, and it indicated that this type of lamp may, to a large extent, replace those now in service. New potentialities for a.c. headlight generators used with dry-type rectifiers were indicated by the presentation of information on an air-cooled selenium rectifier which seems able to stand up in railroad service.

**RADIO AND COMMUNICATION SYSTEMS**—Trouble has been experienced with radio and communications jumpers, used between cars, wearing out from flexing and working with train movement, and the report recommends that the shield insulation be so applied as to fill up the voids in the shield braid and be completely bonded to the braid. A study of railroad practices for insulation voltage and mounting height of broadcast receivers used under overhead electrical distribution systems showed considerable variations of technique. The major part of the report is given to specifications for intratrain telephone systems on rolling stock. These were prepared jointly with the Communications Section, A.A.R. A second specification included with the report is one compiled by the Communications Section on the joint use of poles for power, communication and signal circuits on railroad property. Discussion centered around means of satisfactorily supporting all of the connectors used between passenger cars. This culminated with one speaker remarking, "There are just too many jumpers in the same place."

**CAR ELECTRICAL EQUIPMENT**—Undercar power plants for passenger cars were given major attention in the

report of the Committee on Car Electrical Equipment. Such equipment is now being made by four manufacturers and the report includes data on cost of operation and maintenance of such equipment in actual practice. Data are also given on connected loads and actual power consumption on an all-electric diner.

Objection was raised to the practice of trying to prevent an air-conditioning failure in a car with a dead battery by trainlining to an adjacent car, since it usually results in two failures instead of one. It is the practice on at least one railroad to supply lighting load only from an adjacent car to the car with the failed battery. Concerning trainlining of cars with undercar power plants, it was pointed out that since these plants develop 220-volt, 3-phase power, currents through trainlines would not be heavy since the amount of power transmitted would probably not exceed 50 kw.

**CAR AIR CONDITIONING EQUIPMENT**—The parts of the report on car air conditioning which provoked most discussion are those that deal with dining-car kitchen ventilation and air filters. One road reports the successful use of aluminum baffles to protect workers from radiant heat and at the same time provide a means for the air distribution system to carry it away. One road reported that, though the cost of operation was higher than for mechanical filters, conditions in the car were greatly improved by the use of electrostatic filters. The final section of the report consists of specifications covering electromechanical refrigeration apparatus for a combined unit for food storage and drinking water purposes on railroad passenger equipment cars.

**AUTOMOTIVE AND ELECTRIC ROLLING STOCK**—The Electrical Section, Mechanical Department report on Automotive and Electric Rolling Stock was presented by the section at its joint meeting with the Locomotive Maintenance Officers Association. The report describes new types of Diesel-electric locomotives and steam generators for train heating. It also deals with methods for controlling battery charge rates, standardization of cab indications, possibility of standardizing traction motors, development of load indicators and wheel slip protection devices. The latter subject provoked considerable discussion which made it evident that a satisfactory positive means of indicating stuck wheels and of eliminating, or considerably reducing, wheel slip, is wanted by the railroads.

### **Electrical Section, Engineering Division**

The meeting of the Electrical Section of the A.A.R. Engineering Division was opened on Thursday morning by Chairman S. R. Negley, electrical engineer of the Reading, who introduced L. S. Werthmuller, signal engineer of the Missouri Pacific and chairman of the Signal Section of the A.A.R. He spoke of the increasing use of electrical equipment on the railroads and said, "Never in the history of American railroading has there been a greater need for full collaboration between the different departments on each railroad or between the different sections of the association." He also said, "With the opening of the new (A.A.R.) research laboratory in Chicago early next year, we will have available a facility and personnel that will permit us to secure the

answer to many of our problems and we should not overlook any opportunity of having Mr. G. M. Magee handle any research problem which confronts us."

Chairman Negley outlined the contents of the reports and, with reference to future work, asked that each committee have at least one meeting during the coming year and not leave too much to correspondence. He announced that W. S. Lacher, secretary of the Electrical Section, was to retire at the close of the session and that official recognition was in order. In response to this, H. F. Brown, electrical engineer of the New York, New Haven & Hartford, offered a resolution expressing the deep appreciation of the section for the efficient service rendered by Mr. Lacher. In response, Mr. Lacher expressed his enjoyment of having served in this capacity and his appreciation of the opportunity it had afforded him of making friends. He added that members of the section should not feel too greatly indebted to him, since, as he said, "I get paid for this work and all you fellows do it for nothing."

**POWER SUPPLY**—The first part of the report on power supply describes the facilities for maintaining Diesel-electric locomotives installed by the Southern at Chattanooga, Tenn. The facilities are designed for full repair work (exclusive of heavy electrical repairs) on Diesel freight locomotives operating between Chattanooga and St. Louis, Mo., Cincinnati, Ohio, New Orleans, La., and intermediate points. The connected electrical load for serving this facility is approximately 325 hp.

The second part of the report is concerned with standardization of plugs and receptacles for precooling installations and battery charging facilities. Also included is information and illustrations supplementing the committee's previous report on the electrical facilities of the Cincinnati Union Terminal.

Discussion centered around the importance of having connectors of adequate size, with a ground connection which will assure that potential will not be applied to the car.

**ELECTROLYSIS**—The report on electrolysis (not included in the bound preprints issued by the section) deals with the joint committee report on cathodic protection against electrolysis. The joint committee represents those using pipe lines, gas lines, water lines, etc., and the reason for the study now being made is that one man's protection may upset that of another. Several bulletins have been prepared and a consolidated bulletin will be issued. The previous report on the protection of metal in buried concrete was also discussed and the point made that protection of both the metal and the concrete depended upon preventing the flow of electric current.

**OVERHEAD LINE AND CATENARY** — The Committee on Overhead Transmission Line and Catenary Construction submitted a proposed specification for the joint use of poles for power, communication and signal circuits on railroad property, which was prepared in collaboration with representatives of the Communications Section and the Signal Section as a separate document. This report is to be put to letter ballot for replacing the present material in the manual.

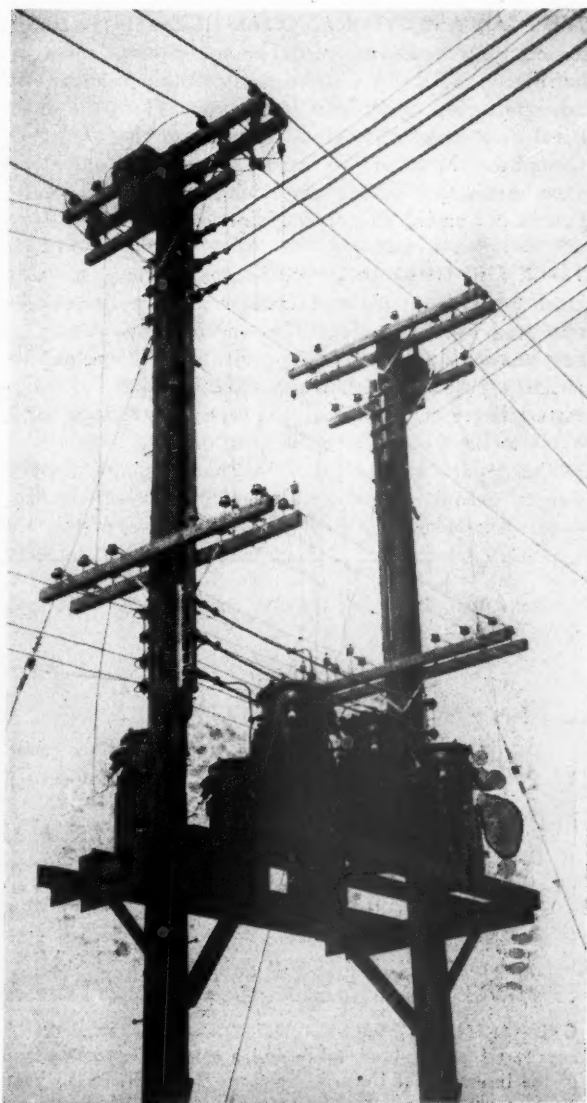
**APPLICATION OF MOTORS**—The report of the committee on motors is a joint report outlined in the above sum-

mary of the Electrical Section, Mechanical Division, reports.

During the discussion, it was announced that plans have been made to include in next year's report a description of the Pennsylvania's Diesel electrical production maintenance shop which is now nearing completion at Altoona, Pa.

One member said there is "much gold to be mined," by consolidating power meters and cited records to show that savings effected by such consolidations had been five times the cost of running the office of the electrical engineer.

**GAS TURBINE-ELECTRIC LOCOMOTIVE**—During a recess in the afternoon proceedings, a paper on the General Electric Gas Turbine Locomotive was presented by J. J. Prendergast. The locomotive is now undergoing tests on the Union Pacific. In answering questions, Mr. Prendergast said that the locomotive had about half the thermal efficiency of the Diesel, but since the cost of



Outdoor substation, including three 75-kva. and three 37.5-kva. transformers, which supplies the electric power needs of the Southern's Citico Diesel shop

the fuel it uses is about half the cost of Diesel fuel, fuel costs of the two types should be comparable.

**ELECTRIC HEATING AND WELDING**—The report of the Committee on Electric Heating and Welding represents an enormous amount of work which has resulted in what amounts to a handbook on this subject prepared basically for the railroad user. It begins with a brief outline of the economics of electric heating and describes each type of heating and welding showing its potentialities and limitations.

During the discussion it was suggested that the report include advice on the need for caution when using electric current to thaw pipes. Similar warnings were suggested covering the need for adequate ventilation of insulation baking ovens to prevent explosions or fires. Further discussion disclosed that one manufacturer of Diesel-electric locomotives has succeeded in greatly shortening the drying time of exterior finishes by the use of infrared lamps.

**THIRD RAIL AND OVERHEAD CLEARANCES**—This committee normally makes no report unless circumstances require one. At the present time two minor changes in third rail clearances have been proposed to the Electrical Section which will be referred to the Clearance Committee. Mention was made of an electrical clearance measuring device, employing photoelectric cells, now in use on the Boston & Maine.

**TRACK AND THIRD RAIL BONDS**—Specifications for rail-head, pin-type bonds and track connectors have been approved by the section. This specification and specifications for stud-terminal copper rail bonds and one for welded-type rail-head bonds apparently cover, so far as materials are concerned, all the types of standard bonds likely to be used on electrified railroads.

The report also mentions a small, compact, lightweight, gasoline engine-driven welder used on the Chicago, Milwaukee, St. Paul & Pacific for applying 4/0

traction bonds. The welder is mounted on two wheels and an outrigger, weighs 340 lb., and has a capacity of 150 amp.

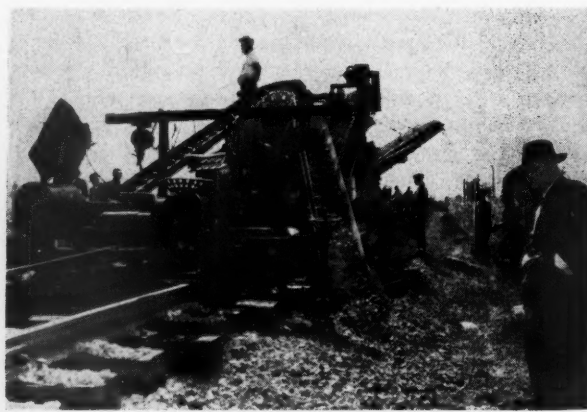
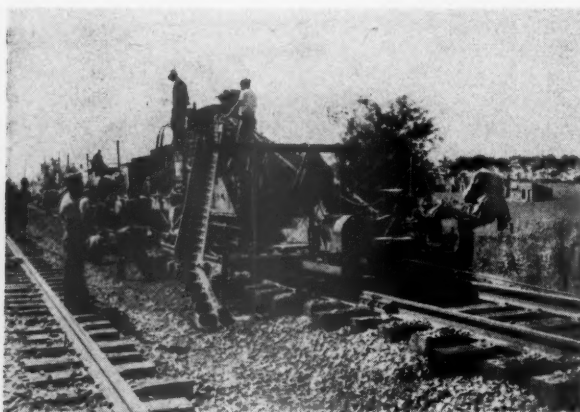
It was announced that Paul Lebenbaum, electrical engineer of the Southern Pacific, who presented the report, is retiring from railroad service and that this would be his last official appearance as chairman of the committee. Chairman Negley extended to him the thanks of the section for his many contributions to its reports.

**ILLUMINATION**—The first part of the illumination report consists of a proposed revision of the manual which takes into consideration the difference in lighting requirements of a hump yard employing mechanical car retarders as compared with one employing car riders. Several new types of fluorescent and incandescent lamps are described and suggestions are made concerning their possible application to railroad service.

The latter part of the report deals with potential hazards involved in the scrapping of worn-out fluorescent lamps. Discussion centered about this subject, and it was made evident both by the report and the discussion that newspaper comment had greatly overrated such hazards, that even when large quantities of lamps are to be broken up, simple precautions will completely prevent any injury to workers.

**CORROSION RESISTANT MATERIALS**—The Committee on Application of Corrosion Resistant Materials to Railroad Electrical Construction has now completed a symposium of all its reports made since 1930. This report, which is now about to go to the printers, contains the results of extensive studies covering corrosion of a great variety of materials exposed to steam enginehouse gases, to overhead wires suspended over tracks on which steam locomotives are operated and to overhead wires subjected to salt air.

It was suggested that a similar study be made to determine the corrosive effect of Diesel fumes.



**OVERHAUL ENTIRE BALLAST SECTION**—Two views of the Matisa ballast cleaner in action on the Atchison, Topeka & Santa Fe, near Fort Madison, Iowa, taken during a recent inspection by a group of railway officers, which included Maurice LeMaire, president of the International Union of European Railroads, Paris, France, who is shown at the extreme right. The party was told that this machine, which renovates the entire ballast section, continuously beneath the ties, has cleaned approximately 25 mi. of track on the Santa Fe during the current year, averaging 1,700 ft. per eight-hour day, with a maximum of 2,776 ft. in one day. The potential capacity of the machine was said to be 3,000 ft. per eight-hour day of uninterrupted work. The view at the left shows the digging and carrying units of the conveyor moving downward into the ballast, while that at the right shows the same units moving up the discharge side of the conveyor, carrying the fouled ballast to the ballast screen

# LOOKING FORWARD ON THE RAILWAYS

*Diesels and boiler makers — An age of light metals —  
Individuals initiate progress; associations inspire and spread it*

By E. P. GANGEWERE

Assistant General Manager,  
Reading

It is evident that a considerable concern for the future of the steam locomotive exists today and that concern is of more than academic interest to boilermakers. There are too many boilers in operation now for the boilermakers to be worried about the possibility of losing entirely in the near future the opportunity of practicing their art. However, the increasing number of Diesel-electric locomotives and the absence of new orders for domestic steam motive power does mean that we should concentrate on those elements of the boilermaking art which are pertinent thereto, and maintain the type of workmanship and leadership which has been so outstanding in the past and continues to be in the present.

We must, therefore, at this point, not lose sight of the fact that with the steady increase of Diesel power there will be a proportionate increase in the number of steam-heating generators required on these units. This will mean, insofar as the servicing and repairing of these heating units is concerned, that a number of men from the boilermakers' craft will be necessary to perform this work—which would include such items as annual tests, renewal of flues or tubes and the other boiler appurtenances connected with the unit. In addition, by virtue of the gage of metal involved, other types of repair work on Diesel power are within the boilermaker's field. Because of the nature of this work the skill required to perform it must necessarily be highly specialized. It will require a certain amount of training and study, so that failures of this part of a Diesel locomotive will be kept to a minimum.

The advent of more and more research work through which steam locomotives of high availability at a comparatively lower initial cost can perform reliable service, at low maintenance expense, will tend to keep the boilermaking craft active for a long time.

Among such research studies are those pertaining to reduction of the cinder and smoke nuisance. A large part of the heating value of coal used in today's steam locomotives is lost in cinders. There is a good possibility that elimination of a greater part of the final cinder discharge may be accomplished, with savings in fuel.

This article is adapted from an address before the annual meeting of the Master Boilers Makers' Association at Chicago, September 19-22.

With the reduction of cinders in flue gases, it is probable that mechanical draft fans (which heretofore have been subject to cinder erosion) and automatic combustion controls can be more efficiently applied to the steam locomotive.

The application of such controls would aid in the reduction of smoke in that the fuel-air ratio can be controlled mechanically with less smoke emission than when controlled manually by the fireman.

Another of the major studies of today involves the development of the coal-fired gas-turbine locomotive. The absence of reciprocating parts, elimination of cooling-water requirements, reduction in lubricating oil consumption, and the increased horsepower possible, with proportionately less space, provide a substantial reason for initial optimism in the gas-turbine locomotive field.

Considering the many new ideas and possibilities directly connected with boilers of locomotives, we should also bear in mind the manifold opportunities for boilermakers in maintaining and improving the high-pressure boilers used extensively in power plants, as well as the low-pressure heating boilers, all of which are in use on the railroads.

## **Supervisory Opportunities**

There is no reason why the present or future well-informed boiler supervisor should not progress on an equal basis with foremen of other crafts. By the same means employed by his brother foremen in other crafts, he can obtain the information which will permit him to advance out of the top of the boiler department to supervisory positions of a general nature, having supervision over several crafts. Surely he can observe the various operations performed by mechanics of other crafts on locomotives and cars. He can ask questions relative to these operations. He can study locomotive and car construction and design by making use of various methods of instruction available today. He has probably used these same methods in studying boiler design and construction, in addition to serving an apprenticeship.

Short courses covering nearly all of the subjects can

be obtained from correspondence schools. Some of the subjects can be studied by attending suitable night-school classes usually held by trade schools, technical high schools or extension courses conducted by state universities.

Boiler foremen have long held the respect of all concerned for their zealous interest in the problems of their craft, so why not let present and future boiler supervision prepare for and exact proper recognition as general supervisors in charge of maintenance and repair of railway mechanical equipment?

The history of railroads and other industries in this and other countries has amply demonstrated that unless one seeks or strives for a higher degree of perfection, obsolescence and stagnation result, to the ultimate harm of the industry and also the groups supplying the industry. In this country the competitive incentive and the will to succeed have been up to this time the underlying motivation of most developments and improvements which have advanced American industry.

### **The New Industrial Age**

A nation that fears production and competition, that regards it as a step toward a new depression which should be tolerated only during an emergency, enters the race at a disadvantage. The fear of full production sets group against group. It prevents us from becoming a nation with a united will to produce.

To get the will to produce, undivided by a struggle to protect the future position of each conflicting group, we need a ringing affirmation of the fundamental soundness of our own institutions to produce prosperity for all. Never was there greater need for economic optimism. Indeed, I believe that we are on the verge of a new industrial age—the age of light metals and plastics and chemicals. The economic progress of man is dependent upon the discovery and use of new metals. The scarcity of the bronze age was succeeded by the plenty of the iron age. Then a new economy of plenty was created by the steel age. Today the unlimited possibilities of the light metals and chemical age lie before us.

The so-called common metals on which our production is now based are really not common, but scarce. Copper, lead, zinc and nickel combined are only one-twentieth as abundant as magnesium. Magnesium alloys are stronger and easier to work than aluminum. They can take the place of steel. Aluminum is twice as abundant as iron. Plastics can take the place of glass and steel and other metals. They are based on chemicals whose supply is unlimited.

This means more abundant housing, cheaper transportation. Airplanes, locomotives, cars and automobiles will be lighter and stronger. They will be operated by more efficient fuels. Each of these materials will compete with others and we must be prepared to meet these changing conditions as our forefathers met them in the past.

We can best meet the issues confronting us by thinking of the words used by a former President of our country, Woodrow Wilson, who said, "We are not put into this world to sit still and know; we are put into it to act."

September 1 ushered the railroad industry into a revolution in operating practices, wage rates and meth-

ods of serving the public. These innovations affect the boilermaker as well as all other crafts connected with the railroad industry. It is our job now, by careful study and planning, to secure whatever benefits we can from the innovation, while avoiding as many of the adverse effects as possible.

Searching analysis of every job in your craft, disregarding tradition and habit, may reveal ways to compress work into a five-day week which might have appeared impossible before. Besides cutting corners by changes in working procedure, there is equal opportunity for applying and adapting modern tools to all jobs in which they can provide an effective substitute for expensive man-hours.

Extensive studies can be made for greater use of flame-cutting and welding equipment, improved riveting and rivet heating devices, faster and more efficient material handling, impact wrenches, or any one of many other mechanical devices available. Individually, their contribution to more efficient operation may be small, but collectively, better tools and methods can mean the difference between operating at a profit or at a loss.

Meetings of the type at which this address was delivered play a large part in providing and disseminating ideas peculiar to the trade of boilermaking and may be the means of providing a solution for many of the problems confronting the railroad boilermakers and the railroads themselves today.

A large and active membership in an organization such as this can do a splendid job by active participation in the solution of problems presented. It is by taking an active part as members of committees and in the discussions and proceedings of such meetings that the end may be attained. On reaching the goal by participation in programs, the individual member will be contributing to the success of his organization and will at the same time gain valuable information for his own use, and he will in turn be benefiting the railroad which he represents or by which he is employed.

Our advances in science, engineering and business administration have been brought about through the efforts of the individual which, in turn, have been greatly multiplied and supplemented by the company for whom the individual works.

By taking an active part in the discussions at your meetings, the railroad for which you work stands to benefit through the information and know-how which you as an individual bring back with you and use in your daily work.

The company by using this material will recognize its importance and will be in a position to take advantage of the new methods and procedures obtained through this participation.

### **Boiler Failures Reduced**

It is at this point that I would like to call attention to the great progress made by the boilermakers during the past fifteen years, using statistics gathered from reports of the Reading:

Train delays due to boiler defects have decreased from 80 in 1933 to 6 in 1948. Boiler defects causing locomotive failures have shown the same rate of decrease. The following are the most common types of failures and decreases:

Flues Leaking .....	1933 - 24; 1948 - 2
Flues Burst .....	1933 - 17; 1948 - 2
Superheater Units .....	1933 - 23; 1948 - 2

Locomotive-miles per boiler failure have increased from 166,070 in 1933 to 1,971,963 in 1948. So-called I.C.C. boiler defects based on Annual Interstate Commerce Commission reports show that in 1934, with 476 steam locomotives in service on the Reading, 345 defects were reported. In 1948 with 315 steam locomotives in service, 15 defects were reported. The percentage of defects reported based on number of engines in actual service decreased from 72 per cent in 1934 to 5 per cent in 1948.

Much thought should be given to railroad company regulations, and the Public Service Commission and I.C.C. rulings which apply to your craft. Your relationship with company, insurance, Public Service and I.C.C. inspectors should be harmonious and be carried on in such a way as to insure safe boiler maintenance or construction.

In a four-year period 1912-1915 one locomotive out of every 23 inspected by I.C.C. inspectors was ordered out of service for boiler defects, while in a like period 1943-1946 only one locomotive out of each 195 inspected by I.C.C. inspectors was ordered out of service for that cause. Moreover, more than twice as many locomotives were inspected during the latter period as during the first period. This comparison without doubt shows great progress in the boilermakers' craft in turning out better work and at the same time shows the value of studying and applying I.C.C. regulations.

As Americans we take great pride in our achievements and the resulting high standards of railroad mechanical work, in which boilermakers play a great part. On the other hand, because of our ignorance about how to work together as human beings, we are losing many of the advantages that we as individuals and our employers should gain from meetings of this type.

I would not for a moment deprecate the marvelous logical advances that have been made, or the splendid tools and equipment that have been devised for railroad shop work. The best use of these tools, however, can only be made when the railroad you represent and you, yourself, cooperate on the most intelligent basis. Otherwise their usefulness may be minimized or entirely destroyed through indifference and misuse.

### What Meetings Accomplish

The meetings of this association bring together the supervisory officers and other personnel of many of the railroads in the country. The various papers and lectures presented here represent the best thought available on the subject, and out of such meetings may come the incentive which, unknown to you, have been motivated by the example which you have so finely exemplified in your meetings. We cannot, at any time, dismiss the human element, and whether it be in business, social or religious life, we can set the example for someone who is eager to assume responsibility and become a leader among men.

We are all agreed that the association is of great benefit to the railroads represented. This association is a textbook from which individual members can improve their working knowledge. There are several additional things it does. It keeps you up to date. In your discus-

sions you learn of other railroads' latest practices and you return to your own road with many new ideas. It fosters cooperation between member supervisors. Here you consider problems from your own and the other fellow's viewpoint. There is a broadened vision, attained by associating with fellow members. This is important, as we often become narrow when keeping within our own territory. We learn from others the way in which they perform their work and meet their problems.

Then think of the incentive you receive for creative thinking. Nothing spurs initiative like finding that someone else had an idea, tried it out and it worked! Of all the important qualities in leadership perhaps nothing surpasses initiative. It is the first step on the road to success. Others have to follow where initiative leads.

The benefits derived from the opportunity for self-expression should in themselves be enough to encourage participation in the discussions. A reasonable self-confidence is essential to personal efficiency. Attendance and participation at this convention builds up the sense of importance and responsibility of each person attending. Here we discuss vital problems and rub elbows with progressive railroad supervision. Here we should get a keener sense of obligation and duty, not only as railroad men but as citizens and neighbors. Among all the mechanical crafts, none has a better reputation than boilermakers. Especially in these days when we must ever look forward to new vistas and be always on the watch to improve and perpetuate the boilermakers' craft, let us encourage one another by demonstrating the value of participation in our programs and the real honest-to-goodness benefit to ourselves and to our railroads which provide the means of our livelihood.

### RAILROAD BOOSTERS, NOT JUST RAILFANS

"The main purpose in founding our (Old Dominion Railway) club was to broaden the basic knowledge of our hobby—railreading. . . . But. . . we are learning and becoming increasingly mindful of the blood streams and pulsations that sustain these sensitive but staunch organizations that make up the backbone of our nation. We are finding to exist new emotions that heretofore most of us never sensed.

"Watching our hosts and guests talk enthusiastically about their particular duties, their problems, their accomplishments, their disappointments, their ailments, and their aims, discloses to us that here—in the railroads—truly is a fraternity that is vital to our nation, not only in national defense, as was shown vividly during the last World War, but in an every-day way that we call our 'American Life.' The approximately one million railroad men that make up this fraternity represent a group we're proud to know.

"It is fitting to say that our membership hopes that its quiet but sincere interest, although based to a large extent on fascination, will reassure the railroads that there are many outsiders who are vitally interested in their problems and who desire to see the spirit of fair competition and free enterprise continue. The railroads are following the time-tested pattern representative of a typical American attitude when the going gets rough—they're rolling up their sleeves.

"It is to the delight of our membership that we see such action displayed, whether it applies to passenger or freight service, or to public relations. We hope and we know it will continue. . . . We're behind them 100 per cent."

—Editorial from *The Bulletin of the Old Dominion Railway Club*, a railfan organization in Richmond, Va., whose membership includes only 10 per cent railroad men.



Left—A Monroe-equipped jeep operating a 6-cu. ft. hydro scoop—one of the many implements designed for maintenance-of-way work. Right—The sickle mower attachment, operated by the hydraulic lift, cuts a swath six feet wide

**A** hydraulic lift for jeeps, designed for a wide range of maintenance-of-way operations through a series of mounted or towed attachments, is being introduced into the railway field by the Monroe Auto Equipment Company, Monroe, Mich., following its effective application to farm and forestry work. The Monroe hydraulic lift, with two lifting arms, is mounted on the rear of the jeep. By connecting various implements to these arms, the unit as a whole can be used in such railroad maintenance operations as moving and setting replacement rails; lifting and transporting switch ties and bridge timbers, mowing and spraying weeds and brush; plowing and disking for firebreaks along the right-of-way; scooping, scraping, carrying and finishing earthwork; plowing off ballast shoulders in tie renewals or reballasting operations; and digging post holes.

The various implements making possible these varied operations include a sickle-type mower, post hole digger, hydro grading scoop, grader and terracer, bucket-type scraper, ballast shoulder plow, firebreak plow, weed sprayer and fire pump, and a short lifting and carrying boom. The jeep is also equipped with a rear power take-off, and can be fitted with a portable compressor or generator for spot tie tamping, welding, and the operation of a wide variety of power hand tools. Furthermore, the jeep has cushioned seats for the driver and one man, and can be equipped with auxiliary seats for four additional men.

The jeep has a low center of gravity so that it may be worked on hillsides without danger of overturning, even when the front wheels are cramped sharply. It is equipped with four pneumatic-tired wheels, with 7-in. tires to afford good traction, and has a four-wheel drive, which enables it to traverse terrain that might be impassable to conventional pneumatic-tired equipment.

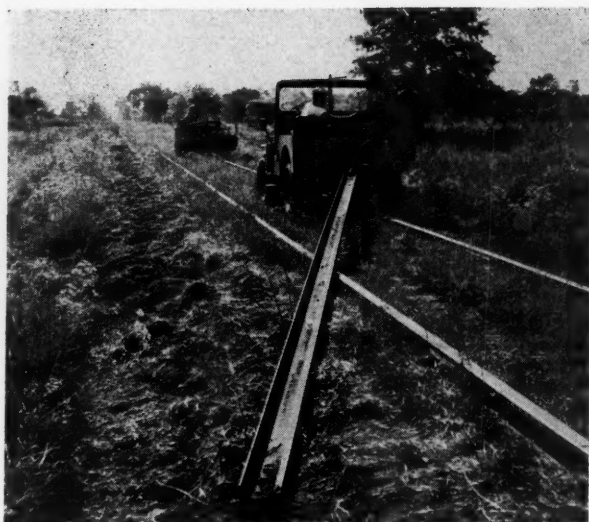
## Jeep with Lift Can

The key to the jeep's versatility is the hydraulic lift, which is mounted on the rear and controlled by a lever adjacent to the driver's seat. With this arrangement, only one operator is required. He steers the vehicle with his left hand while he controls the raising and lowering of the hydraulic lift arms by the control lever. If the ground is very hard where the jeep is working, more weight can be added to the implement being towed by turning a down-pressure control valve, adding up to 500 lb. of the weight of the jeep to the tool.

One of the important uses for the hydraulic-lift-equipped jeep is for transporting relief or repair rails to any point along the track, eliminating the usual lifting which requires a considerable force of men. Attached to the arms of the hydraulic lift, rails can be dragged by the jeep for any distance.

The sickle mower attachment for jeep operation has a heavy duty cutter-bar which will cut a swath six feet wide. Mounted at the rear of the jeep, and connected to the rear power take-off, this equipment can mow either along the track shoulder or out on the right-of-way, and is said to be capable of cutting brush and saplings up to an inch or more in diameter.

The post-hole diggers for use with the jeep are available in diameters of six, eight, ten, and twelve inches, and in the form of a special tree-hole auger, 18 in. in diameter. Adjustments can be made to place the auger at an angle up to 15 deg. for side-hill boring. Demonstrations have shown that with the 10-in. auger, for example, holes can be dug to a depth of three feet at the rate of about 20 sec. each.



Left—Attached to and raised by the hydraulic lift, rails can be pulled along the right-of-way or track. Right—In good soil, 3-ft. holes, 6 to 18 in. in diameter, can be put down in approximately 20 sec.

## Perform Varied Roadway Work

The various towed earthwork units available with the jeep are all connected to the hydraulic lift when in action, and are designed for one-man operation from the driver's seat. The hydro grading scoop carries 6 cu. ft. of earth and can be raised and lowered at will, and dumped by means of a trip rope within reach of the operator while the jeep moves forward or backward or is standing still. A leveler blade, 6 ft. wide, is also available for smoothing ground, as is also a lift-type terracing blade.

The grader-and-terracer unit, which is used for roadway and side ditch work, is mounted on two pneumatic-tired wheels and has an 8-ft. steel blade, with a detachable cutting edge. The blade can be raised and lowered at will by the driver of the vehicle, and its angle laterally can be changed as much as 45 deg. in either direction. The blade can also be swung about 30 deg. vertically.

The all-purpose earth mover is a bucket-type scraper of 1 cu. yd. capacity, mounted on four pneumatic-tired wheels. It cuts a five-foot width and the front wheels are adjustable in height so that the cutting depth can be controlled. After the scraper is loaded, the two front wheels are lifted from the ground by the hydraulic lift for easier towing, providing an 8-in. underclearance for the bucket. The loading, dumping and spreading operations are all performed by the driver from his seat.

The ballast shoulder plow is designed to remove the shoulder ballast from the ends of crossties in making tie renewals. This unit consists of a moldboard plow, positioned so that it crowds the ends of the ties, and

supported on a pneumatic-tired wheel. After tie renewals have been completed, the machine can be turned around and the ballast plowed back into place to form the normal shoulder.

The fire-break plow—a unit which is said to have become very popular with forest fire fighters, especially because it can be brought to the scene of action quickly—consists of a middle-buster point with a free-revolving disk on each side, preceded by a coulter wheel. The coulter wheel cuts the side ahead of the plow point, and the shares and disks produce a wide furrow and earth ridges, which together form a fire-break from 4 to 6 ft. wide, depending upon soil conditions.

The compressor designed for use with the jeep is a 60 cu. ft.-per-min. portable unit, mounted in a frame at the rear of the vehicle. It is powered by the rear power take-off of the jeep and can be used for operating a wide range of air tools, including tie tampers, spike drivers, grinders, wood borers, and impact wrenches for driving screw spikes or tightening bolts or power saws.

The boom attachment for the jeep is 6 ft. long and has two loading rings, one at the extreme end and the other approximately at its midpoint. Loads are attached by means of a chain sling, and are lifted and lowered by moving the boom with the hydraulic lift.

The weed sprayer and fire-extinguisher equipment for the jeep consists of a 100-gal. tank, a water pump, and a 25-ft. hose line equipped with a nozzle. The nozzle can be adjusted to produce either a fine mist or a stream 30 ft. long.



R. C. Thayer  
Chairman, Communications Section, Superintendent Telegraph, Great Northern



J. R. Smith  
Vice-Chairman, Communications Section, Assistant to Vice-President—Communications, Southern



A. H. Grothmann  
Secretary, Communications Section

## A.A.R. Communications Section Convenes

*Railway telephone, telegraph, radio and electronics officers study means to increase railroad efficiency and economy at three-day meeting in Portsmouth, N. H.*

With the development of carrier telephone and telegraph systems, and the widespread application of teletype equipment in railroad operation, as well as the more recent developments in radio and electronic devices, communications have become increasingly important in improving railroad efficiency and economy. With this background, and in the interest of effecting still further improvements, railway communications men from all parts of the United States and Canada gathered at the Wentworth Hotel, Portsmouth, N. H., September 27, 28 and 29, for the twenty-sixth annual session of the Communications Section of the Association of American Railroads. Nine main committees of the section presented 79 technical reports on all phases of communications from pole-line construction and maintenance to micro-wave radio relay systems, with particular emphasis upon economies of modern communication facilities. The program also included three open-forum periods during which telephone, telegraph, radio, electronics and allied subjects were discussed.

Table I—Comparison of Space Radio Authorizations for Railroads—May, 1948, and May, 1949

Type of Station	May, 1948	May, 1949	Per Cent Increase
Train—Base	26	74	184
Train—Mobile	447	868	94
Yard, Terminal and Utility—Base	96	141	47
Yard, Terminal and Utility—Mobile	822	1,466	78

Technical addresses were made by D. E. Noble, vice-president, Communications and Electronics Division of Motorola, Inc.; L. L. Carter, assistant chief engineer of Anaconda Wire & Cable Co.; R. L. Hanson, technical staff member of Bell Telephone Laboratories; and J. D. McLean, manager, Industrial Division, and W. H. Forster, section engineer, Engineering Department of Philco Corporation. In their remarks, Messrs. Noble, McLean and Forster explained the application of micro-wave radio relay systems, which hold considerable promise for through trunk-line use in railway communications service. The paper by Mr. Carter dealt with the application of polyethylene insulated cables in the communications and power fields. The transistor was the subject of Mr. Hanson's paper. This is a new device, thinner than a lead pencil and less than an inch long, which is said to be capable of performing many of the functions of an electronic tube.

Numerous exhibits of modern communications equipment, presented by members of the Railway Telegraph and Telephone Appliance Association, were an important feature of the meeting.

The proceedings were officially opened by an address of welcome by Cecil Neal, mayor of Portsmouth, which was followed by an address by R. M. Edgar, assistant to president of the Boston & Maine. Mr. Edgar mentioned pending bills on communications in Congress and asked communications men to watch these bills, and government in general. He pointed out that railway operating costs have reached a new high, and said

that the joy in railroading would be gone with government operation of the railroads.

Presiding over the session were the officers of the section—R. C. Thayer, chairman, superintendent telegraph of the Great Northern; J. R. Smith, vice-chairman, assistant to vice-president—communications of the Southern; and A. H. Grothmann, secretary.

### Economics of Communications

The Committee on Economics presented a report on the costs of radio operation in yard and main-line service on the Denver & Rio Grande Western. According to the report, cost studies by the railroad of radio operation in yard service indicate that the average cost per engine-hour, for the entire system, is \$0.1316, with a maximum cost of \$0.209 at any one location. These are 24-hr. per-day figures, regardless of whether the engines are in service, and include interest on first cost, depreciation, parts, and maintenance labor and traveling expenses.

In main-line operations, the Rio Grande utilizes both radio and induction, radio being used for end-to-end communication and the induction equipment for train-to-wayside communication. The average cost is \$0.212 per train hour, which is also computed on a 24-hr. basis, regardless of whether the locomotives and cabooses are in operation. This figure includes interest on the investment for wayside stations, depreciation, parts, labor and traveling expenses.

Definite agreement has not yet been established between the communications and operating departments as to the specific savings being effected in yard and main-line operation as a result of the improved communications. It is the opinion of the communications department, however, that the railroad is getting at least a five per cent increase in the number of cars handled per engine-hour in yard service, as well as affording improved service to shippers. In main-line operation, according to the report, train-sheet studies reveal improvements in some instances and poor performance in others.

The economics committee also presented a report on the Pennsylvania's inductive train-phone system, in which there have been appreciable installation increases since 1945 and 1946. The system is in operation on 747 mi. of one- to four-track main line on various parts of the railroad, with a total of 203 Diesel-electric locomotives, 288 steam locomotives and 130 cabooses being equipped. Traffic in train-phone territories runs from none to 75 passenger trains daily and from 10 to 70 freight trains. A total of 59 block stations are involved, trains being run under several methods of operation, namely—C.T.C., automatic block, automatic block and cab signals, or manual block.

Based on a three-day check in October, 1948, use of the train-phone on four branches or divisions, plus all other lines equipped, resulted in a total saving of 52 train-hours daily. Intangible benefits were secured from 551 train-phone calls made daily from block stations, and from equipped freight and passenger trains on five branches or divisions and other lines. There was a total of 260 better train movements as a result of the 551 calls. The calls related to abnormal conditions on the equipped trains and engines and

Table II—Railroad Radio Authorizations Between May 15 and August 10, 1949

Railroad and Transmitter Location	Nature of Installation
Atchison Topeka & Santa Fe	
Chicago	Train—Base
Los Angeles, Cal.	Yard and Terminal—Base
Mobile	Yard and Terminal—3 additional units
Barre & Chelsea	
Mobile	Train—1 unit
Mobile	Railway Utility—2 units
Chesapeake & Ohio	
Newport News, Va.	Yard and Terminal—Base
Chicago, Milwaukee, St. Paul & Pacific	
Mobile	Train—10 additional units
Denver & Rio Grande Western	
Salt Lake City, Utah	Yard and Terminal—Base
Mobile	Yard and Terminal—2 additional units
Duluth, Missabe & Iron Range	
Mitchell Yard, Minn.	Yard and Terminal—Base
Mobile	Yard and Terminal—10 additional units
Erie	
Binghamton, N. Y.	Train—Base
Callicoon, N. Y.	Train—Base
Hornell, N. Y.	Train—Base
Newburgh Jct., N. Y.	Train—Base
Port Jervis, N. Y.	Train—Base
River Jct., N. Y.	Train—Base
Waverly, N. Y.	Train—Base
Rutherford, N. J.	Train—Base
Susquehanna, Pa.	Train—Base
Mobile	Train—51 additional units
Hammond, Ind.	Yard and Terminal—Base
Mobile	Railway Utility—1 unit
Lake Terminal	
Lorain, Ohio	Yard and Terminal—Base
Mobile	Yard and Terminal—25 units
Maryland & Pennsylvania	
Delta, Pa.	Train—Base
McKeesport Connecting	
McKeesport, Pa.	Yard and Terminal—Base
Mobile	Yard and Terminal—8 units
Pittsburgh & Ohio Valley	
Mobile	Yard and Terminal—5 units
St. Louis-San Francisco	
Mobile	Train—8 units
Western Pacific	
(temporary location)	Train—Base
Mobile	Train—25 units
Oakland, Cal.	Yard and Terminal—Base
Mobile	Yard and Terminal—25 units

other trains and engines, to track conditions, and to operations of the trains involved. Prompt reporting of abnormal conditions when discovered, and notification of trains involved or block stations, permitted correction of numerous potential causes for delays, with resultant improvement of service.

### Radio on Railroads

The Committee on Radio and Allied Communications as Applied to Railroad Operations reported that the number of railroads using radio and/or inductive carrier communications increased from 43 to 72 between May, 1948, and May, 1949. Increases in the number of radio equipments authorized for railroad service are shown in Table I. This, however, does not include 33 additional transmitter equipment locations which were authorized between May 15 and August 10 of this year, as shown in Table II. Increases in the number of inductive carrier installations on the railroads between May, 1948, and May, 1949, are shown in Table III.

Table III—Increase in Inductive System on Railroads

Type of Station	May, 1948	May, 1949	Per Cent Increase
Train—Base	142	146	2.8
Train—Mobile	674	833	23.6
Yard—Terminal—Base	21	22	4.8
Yard—Terminal—Mobile	56	63	12.5

# Communications . . .

## "Deregulation" in Holland

UTRECHT, THE NETHERLANDS

TO THE EDITOR:

"Deregulation" of railroads has often been urged by *Railway Age*, because competition has stripped the railroads of monopoly, and regulation based on that monopoly for protection of shippers is now obsolete and unnecessary and hampering to the railroads. This obsolescence of regulation is a fact not only in the United States; it is a fact in most countries. In Holland, however, the legislators, back in 1934, took a step toward partial deregulation. It may be interesting for American readers of *Railway Age* to know what that step was, how it works, and how it is judged by public opinion in Holland.

In 1875 a Railway Act brought in Holland complete regulation of railroads for protection of shippers because of the then-supposed monopoly of the railroads. The railroads were obliged to accept for transportation all goods offered by any shipper and to transport them at duly published tariffs authorized by the government. No reduction in these tariffs was allowed, unless such a reduction for great quantities was duly published and then made available to any other shipper offering for transport the same kind of goods between the same stations.

In Holland, a comparatively small but densely populated country, the railroads always had to meet hard competition from navigation on numerous rivers and canals; after 1920 motor transport also entered the scene. Both navigation and motor transport were free of regulation; they could always lower their prices below those which were duly published by the railroads, even those of the reduced tariffs. So the competition was not on a fair basis; the railroads were too much handicapped by regulation.

In 1934 this fact had become clear to many people, and to the Netherlands government, which proposed to parliament an amendment to the Railway Act providing for partial deregulation of the railroads. Government authorization of duly published tariffs was still necessary; the railroads remained obligated to transport all goods offered by any shipper, at prices no higher than those of the published tariffs; reductions were not to be granted as a favor, i. e., they were to be on a commercial basis and not below the cost of transport, and the Minister of Transport could prescribe the limit of the reductions. The most important change was that these reductions were no longer to be published and hence would not be available to other shippers [or to competing forms of transportation].

In the 15 years since 1934, the railroads of Holland have managed to get a greater share of the transportation of freight than they had before that year, simply by the application of unpublished reductions; e. g., transportation of coal from the southern part of the country is handled chiefly by rail and not by navigation on a new canal and an improved river. In practice, a shipper pays the normal tariff, but eventually, if his traffic reaches a certain total, the amount of the reduction is returned by the railroads.

The fair deal which the railroads enjoy under the 1934 amendment has had a good influence on the morale of railroad employees; they know the railroads have a chance to live, and have a good fighting spirit. The shippers who have reached agreement with the railroads on reductions, either for small or large quantities, are quite satisfied; they don't ask for revival of regulation of the railroads.

The competitors, however—navigation and motor transport—are still engaging in political campaigns to have regulation of railroads restored and the unpublished reductions abolished. They insinuate that the railroads are

granting reductions below the cost of transportation. Their influence in politics is considerable. The shippers have not realized the danger of the restoration of the regulation of railroads and have not yet organized their political influence. The general public, while it has a nice feeling for fair play, does not understand the question, and is apt to be led in favor of small enterprises against the large railroad company.

The conclusion must be that partial deregulation of railroads in Holland, by allowing the granting of unpublished rate reductions, has been very useful to the railroads, and in the interest of shippers, but that the existence of these reductions is still a matter of hot political contest caused by the champions of navigation and motor transport. The outcome of this contest cannot yet be predicted.

J. H. VAN DER MEULEN

Chief of the Legal Department of the  
Netherlands Railways

[*Railway Age* has consistently argued that there is no longer any such thing as a "railroad monopoly"—if, indeed, there ever was; that the railroads need, and should be allowed, greater freedom in meeting the competition of other agencies of transportation, and that such freedom should include the privilege of granting special reduced rates for quantity movements or for shippers who route most or all of their traffic by rail. The system of "unpublished reductions" adopted in the Netherlands probably would not be acceptable in this country, either to public authorities, to shippers or to the railroads themselves, because there still remains in the United States a substantial amount of inter-railroad competition which does not exist on the government-owned Netherlands lines. Nevertheless Mr. van der Meulen's letter is both interesting and significant, on several counts. It shows, for one thing, that the people of the Netherlands—long noted for common sense and business acumen—have recognized and taken steps to eliminate the inequitable situation which inevitably arises when railroads are more heavily regulated than their competitors. It shows also that their first step in this direction was one long resisted in this country, i. e., allowing the railroads to make quantity rates; and that the step has accomplished its intended purposes. And it shows, finally, that waterway and highway carriers everywhere apparently have the same universal fear of being required to compete with railroads on equal terms; in Holland no less than in the United States they seek to keep the railroads under severe and rigid regulation while avoiding all possible regulation for themselves.—EDITOR.]

## "Required Reading"

WASHINGTON, D. C.

TO THE EDITOR:

I want to congratulate you on your editorial "An Opening for a Discerning Philanthropist" appearing in the current issue [September 3, page 43] of *Railway Age*. As a teacher and researcher in the field of transportation economics for the past 25 years I can only second every one of your thoughts and only hope that some person or organization will take your suggestion to heart and act upon it!

At the same time I want to congratulate you on the splendid article on Ralph Budd [*Railway Age*, September 3, page 46]. I am going to make it required reading for my graduate students in transportation. With best wishes,

JOHN H. FREDERICK  
Professor of Transportation,  
University of Maryland

## Short Line Association Holds Thirty-Sixth Annual Meeting



J. M. Hood, re-elected to the presidency of the American Short Line Railroad Association at its thirty-sixth annual meeting

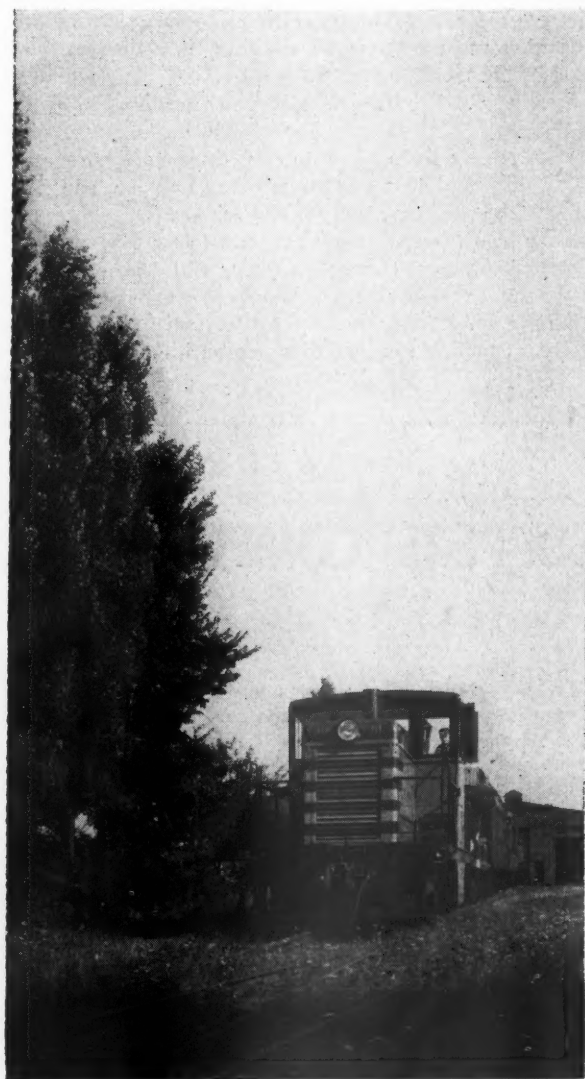
Representatives of roads belonging to the American Short Line Railroad Association, whose 323 members netted, collectively, an impressive \$37 million in 1948, met at the Morrison hotel in Chicago on September 27 and 28 to discuss and seek possible solutions to their common problems which, in the words of President J. H. Hood, "are formidable, to say the least." Attending the convention were delegates from nearly 130 member roads, and a quorum of directors from each of the association's five regions.

Paul S. Russell, president of the Harris Trust Company, Chicago, was the principal speaker at the annual luncheon on September 28. Mr. Russell expressed optimism in discussing the economic outlook, and cited figures which, he said, indicated no impending "boom or bust." He described the postwar adjustment as "normal, and, I believe, healthy." The public, he stated, has amassed record savings, and will buy as prices go down and the quality of goods gets better, and, to this end, it is important to improve the productivity of employees. The worst thing that could happen now, he declared, is another round of wage increases. Mr. Russell related the high standard of living in the United States directly to the dollars invested in industry per worker.

E. Grover Plowman, vice president-traffic of the United States Steel Corporation, described nationalization as "expropriation of transport," and stated that he knew of no instance where nationalization of railroads had been a financial success. "It is incredible," he said, "that there are those in this country who favor government ownership." Mr. Plowman questioned whether duplication such as is brought about by free competition is wasteful. While its characteristic is overabundance, he said, competition makes for efficient operation. "The race goes to the swiftest and best," so long as industrial traffic managers have the "right to route" and the privilege of rewarding those transportation companies which have served them well.

### **Labor Chief Favors Private Ownership**

H. W. Fraser, president of the Order of Railway Conductors and chairman of the Railway Labor Executives' Association, stated that there is no one active in railway labor affairs today who has any sympathy with



The Diesel-electric locomotive has proved a life saver for many of the short lines. This 44-ton locomotive is used for road and switching service on the 28-mi. Arcada & Attica, and is credited with saving the road \$15,000 annually over steam operations

nationalization of the railways—"certainly I have no sympathy with that idea." "I hope," he said, "and I think that we are coming to the point where we, as leaders in railroad labor, and the leaders in the railroad industry, can sit down together and find the answers to all the problems that plague us." It was only 15 years ago, Mr. Fraser said, that labor gained "statutory recognition of its existence," and as a result of this "emancipation" some over-ambition and some unbalanced thinking are only natural, in his opinion, "after nearly a century of hostility to unions on the part of management, government, the courts and the public."

Mr. Fraser praised the railroads for the public relations job which they accomplished through the Railroad Fair, and criticized them for allowing to continue "petty irritations, readily remedied" such as antiquated methods of handling passengers' hand baggage and long waits in train aisles for dining car service or in ticket lines for transportation and reservations. With respect to the latter, Mr. Fraser suggested a numbering system, such as is used in city ticket offices, so that elderly people and women with children could relax in waiting room seats while awaiting their turn at the ticket windows.

Francis A. O'Neill, Jr., a member of the National Mediation Board, said he hoped that his organization was not among those often dubbed "inefficient bureaucracies," its total personnel numbering only 44, and its annual budget being but \$350,000. Mr. O'Neill said that the board has started a program to train new men, having no previous connection either with the railroads or the railway labor organizations, as mediators.

George W. Harris, safety consultant of the National Safety Council, described that organization's efforts to

reduce grade-crossing accidents, stating that this class of highway accident accounted for about one out of every 18 deaths on the highways, but that it gets about one-twelfth of the emphasis in the council's highway safety campaign. Mr. Harris described the "Signs of Life" promotional kits which are available to railroad men, and suggested that local officers might have an unusually good opportunity to distribute this material and information at employee and civic meetings.

### Capital Decline Bad Sign

Kenneth F. Burgess, of Sidley, Austin, Burgess & Harper,\* described the railroads as a "static industry" so far as the issue of new capital is concerned, compared with other industries. He viewed with apprehension the decline of net working capital—from \$1,659.2 million in 1945 to \$528.2 million in the first quarter of 1949—and the declining rate of dividend payments—averaging 4.84 per cent in the 1921-to-1930 period and 2.92 per cent in 1941 to 1948. A reversal of these trends is vitally important to all groups interested in maintaining free enterprise, and in providing an adequate transportation system, Mr. Burgess said.

The association resolved unanimously to continue its highly objective legislative program, based on the fundamental concept of (1) private ownership and operation of the railroads, (2) fair and reasonable rates, fares and charges, fair and reasonable compensation for employees, and fair and reasonable return upon capital investment, and (3) equality of regulation and equality of opportunity for service for all competitive forms of transportation.

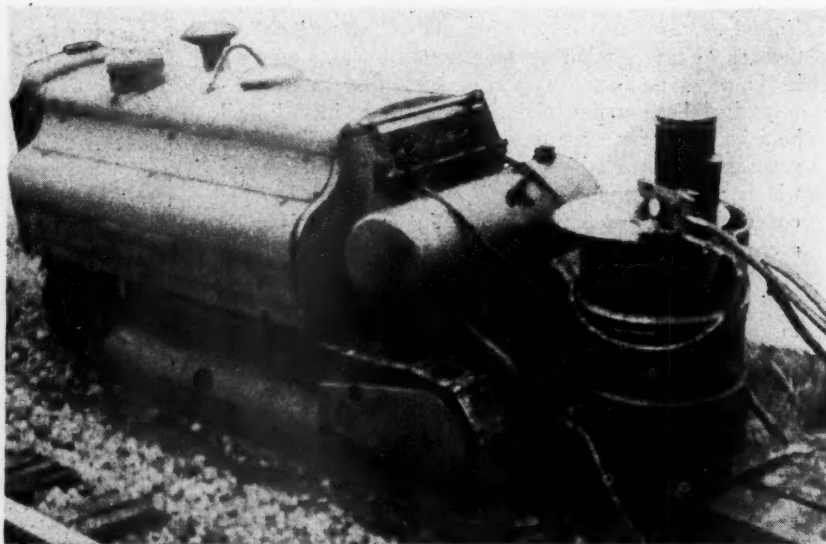
All officers of the association were re-elected.

\*A Chicago law firm frequently retained by railroads.

## KOPPERS COMPOUND SEALS CROSSTIES

A new coal-tar sealing compound, developed for application to the top surfaces of crossties and open-deck bridge ties to prolong service life, has been announced by the Koppers Company, Pittsburgh, Pa. It is said that results to date of an actual service test of the compound, now in track for two years, indicate that its use will retard natural destruction of ties from such causes as checking, splitting and mechanical mutilation. It is also claimed that application of the product will minimize the

A tractor-mounted air compressor and an air-operated pump are the only equipment required in applying the coating. The platform at the rear of the compressor carries a drum of the compound and the pump



danger of fire from hot coals or ashes.

The new tie sealer, known as Compound No. 16, was developed by the Tar Products Division of Koppers, and laboratory and field tests in connection with its railway application were conducted by the company's Wood Preserving Division, Orrville, Ohio. It is a free-flowing liquid which may best be applied to ties in track by spraying with pressure equipment, but it may also be applied by daubing or brushing, or with a squeegee.

Upon application, the compound enters and fills checks and splits already existing in the wood and then spreads over the top surface to form a protective seal, excluding water. By retarding checking and splitting, which ultimately expose the untreated parts of ties to the weather, the compound is also expected to reduce tie failures from interior decay and center rot.

An extensive service test of the new compound was begun in October, 1947, on a half-mile section of main-line single track of the Erie. Examination of the ties in this section, prior to the start of the test, showed that a number were badly weathered, with some fairly large checks and splits. This damage was in part caused by the almost constant stream of water that falls on the ends of the ties from the continuous blow-off cocks on Erie steam locomotives. Freezing of this water in cold weather had caused many of the checks to expand until they were quite large, and in some cases it was noted that the force of this expansion had been sufficiently great to straighten the "S" irons embedded in the tie ends.

On the Erie test, which is being conducted under the direction of Blair Blowers, chief engineer maintenance of way, and R. E. Poux, chief treatment inspector, the unheated sealing compound was applied by spraying. The equipment consisted of a tractor-mounted air compressor, on which a rear-extension platform was built, an Alemite air-operated Versatal pump, and the necessary spray guns and light hose lines. The extension platform on the tractor accommodated a 55-gal. drum of Compound 16, on which the Alemite pump was mounted. The compressor traveled along the roadbed shoulder, keeping pace with the work.

The first step in the application was to fill the large checks and splits with the compound, using the spray guns. It was found that the air pressure in this operation was sufficient to blow dirt and ballast from the checks. With this filling completed, the material was then spread over the entire top surfaces of the ties, forming a thick coating. A soft brush was used to work the material into the deep checks and splits, and around the tie plates, to assure an effective seal against moisture. During the application process, lightweight shields were placed over the rails.

The crew required for the application



Above—Track test of Compound No. 16 on the Erie. When first applied the compound has a high gloss which disappears later. Badly checked ties were not treated in this test and contrast sharply with the freshly coated ties



Above right—Ties in the Erie test with large checks and splits were caulked in advance of coating the top surfaces



Right—The plastic consistency of Compound No. 16 is demonstrated by the lip extending over the end of a tie 22 months after application. Although the material is applied in liquid form, it does not become fluid in hot weather

consisted of a foreman and five men. These included the compressor operator, a sprayer, a flagman and two helpers. The helpers moved the shields and the spray equipment, caulked the larger splits, and performed other incidental work.

When Compound No. 16 is first applied it has a glossy appearance which later disappears. The coated ties have a

tendency to be somewhat slippery, and the manufacturer suggests that a small quantity of  $\frac{1}{4}$ -in. aggregate be distributed over the top surface to counteract this.

On the Erie test, one gallon of Compound 16 was sufficient to coat 3.65 ties. More would be needed where the ties require a large amount of caulking to fill the checks and splits.

## New Device . . .

### THAWING TUBE FOR HOPPERS

A new model portable hopper-car thawing tube was announced recently by the Hauck Manufacturing Company, 124 Tenth st., Brooklyn 15, N. Y. No air compressor or other auxiliary equipment is needed for the operation of this torch-flame burner-type unit, which burns kerosene or light furnace oil. Pressure is supplied by a hand pump in the fuel tank. After the initial pumping, a few strokes

every half or three-quarters of an hour are said to be sufficient to keep the burners in continuous operation. Consumption of fuel is reportedly small, with the maximum consumption said to be  $3\frac{1}{2}$  gal. per hour. This thawing equipment can generate 2,000 deg. F. flame temperature, the manufacturer states.

The fuel tank is constructed of heavy steel, guaranteed for 100 lb. working pressure, even though this unit's actual working pressure is only 45 lb. It is fitted with a 100-lb. pressure gage, double tank valves for operating two burners from a single fuel tank, and a "hand tite" filler cap with air release. It is mounted on 24 in. by 2 in. roller bearing steel wheels.

# Western Rate Pact Approved by I.C.C.

***First Bulwinkle-Act ruling rejects protest of Department of Justice, finding that agreement will be in furtherance of the national transportation policy***

**M**aking its first determination with respect to a rate-procedures agreement filed under the Interstate Commerce Act's section 5a, which was added last year by the Reed-Bulwinkle Act, the Interstate Commerce Commission has approved, with relatively unimportant modifications, the agreement proposed by 112 western railroads and the Pullman Company. In doing so, it rejected protests made by the Department of Justice, finding that "the advantages accruing to the public interest from the making and carrying out of the agreement . . . through furtherance of the national transportation policy, are such as to outweigh any possible disadvantage of any character which could arise therefrom."

Under provisions of section 5a, which was enacted over President Truman's veto, carriers obtain immunity from the anti-trust laws in connection with joint agreements if such agreements are approved by the commission, and if they relate to "rates, fares, classifications, divisions (including charges between carriers and compensation paid or received for the use of facilities and equipment), or rules and regulations pertaining thereto, or procedures for the joint consideration, initiation or establishment thereof." Among other provisions of the section are those stipulating that the commission shall not approve any agreement unless each party thereto is left with a "free and unrestrained right to take independent action."

## ***"No Practical Alternative"***

20 The western proceeding was docketed as Section 5a Application No. 2; and the commission's decision, dated October 3 and made public the following day, was unanimous. It would seem to forecast favorable action on pending applications of eastern and southern roads for approval of agreements drawn along similar lines. The Justice Department is also a protestant in those cases. The commission said in the present report that "no practical alternative" to its giving approval to the western agreement had come to its attention.

"We can," it also said, "reach no reasonable conclusion other than that the joint action provided for in the agreement before us, modified to the extent we shall require and properly safeguarded by actions of the parties themselves, is necessary to the continued and proper functioning of our essentially competitive rate system, and that . . . the national transportation policy will be furthered by our approval of this agreement. We

find no reason to believe that this approval will lessen incentives to the provision of adequate and efficient service; on the positive side, we find that our approval will contribute to sound conditions in transportation, lessen undesirable competitive practices, and promote the charging of reasonable rates and rates that otherwise conform to the tests laid down in the act."

## ***Modifying Conditions***

The modifying conditions which the commission attached to its approval of the agreement will require the elimination of provisions which would have authorized chairmen of five of the six regional freight bureaus to refer to their respective executive committees the action taken by their freight traffic managers committees or freight traffic committees; and the addition of provisions insuring that notice of intention to permit the expiration of rates bearing expiration dates which have been in effect 15 months or longer "shall be placed on the public dockets of the regional organizations." Changes along these lines had been suggested by the National Industrial Traffic League, which intervened in the case for that purpose and to support the application.

Considerations which led the commission to impose the first of these modifying conditions were set out in the report as follows: "The employees of the association, including the bureau or committee chairmen, act in an advisory capacity, and the actions taken or determinations made are by members through their responsible traffic officers. The authority which the agreement confers upon the committee chairmen of the bureaus . . . to refer matters after action to the higher committees, tends to diminish the responsibilities of the committees of traffic officers. Indeed, it is to be doubted that a chairman would so refer a matter except with the understanding or upon the request of a member or members of his committee; and in this view the power of appeal in a chairman has the appearance of a device for avoidance of responsibility on the part of the traffic officers."

The "association" referred to above is the Western Traffic Association, the central organization of the set-up established by the agreement. The association functions through an executive committee; and it embraces the six regional freight organizations and three regional passenger organizations. As the commission's report pointed out, the agreement "continues in form and sub-

stance the organizations and procedures as they presently exist" in western territory; or, as the application put it, the various rate organizations and procedures involved are "substantially the same" as those employed by the applicant roads "for many years."

### Regional Organizations

The six regional freight organizations are the Trans-Continental Freight Bureau, the Western Trunk Line Committee, the Southwestern Freight Bureau, the Texas-Louisiana Freight Bureau, the Pacific Southcoast Freight Bureau (formerly functioning as the Pacific Freight Tariff Bureau), and the North Pacific Coast Freight Bureau. The passenger organizations are the Trans-Continental Passenger Association, the Western Passenger Association, and the Southwestern Passenger Association.

Provision is made for subdivisions within the regional freight organizations, including arrangements whereby the Montana Lines Committee will function as a subdivision of the Trans-Continental Freight Bureau; and the Western Trunk Line Committee will have as subdivisions the Minnesota Lines Committee, the Northern Lines Committee, the Colorado-Wyoming Committee, the Colorado-Utah Committee, and the Intermountain Committee. One of the intervenors—the Ideal Cement Company of Denver, Colo.—expressed its belief that a regional rate bureau should be established in that city. That, the commission said, "is a matter for initial consideration and determination by the carriers, and we are of the opinion that we should not require creation of such a bureau as a condition of approval of the agreement."

The commission's report, which occupied 32 mimeographed sheets, got under way with a brief outline of section 5a's provisions. There it was noted that enactment of the section "followed several years of controversy before the Congress over the merits of the collective rate-making practices of the subject agencies of transportation." It was also recalled that the House interstate and foreign commerce committee's favorable report on the legislation said that "there must be some accommodation" between the policy set forth in the anti-trust laws and that of the Interstate Commerce Act.

### Not a New Policy

Suggesting that these two policies, "which we are to accommodate, so far as the public interest may permit this to be done," cannot be seen "in their proper relation, one with the other," without some "looking into the past," the commission proceeded to outline the "historical development" of regulation in the transport field. At the outset of this discussion, it called attention to the fact that section 5a "does not express a new Congressional policy," since provisions "having a similar purpose" are found in the Shipping Act of 1916, the Civil Aeronautics Act of 1938, and in the Interstate Commerce Act's section 5, which relates to consolidations and mergers of carriers. Thus, the commission added, section 5a "may be said to be a further step in the special policy relating to common carriers and freight forwarders subject to the act which . . . has been of continuous development and expansion during the

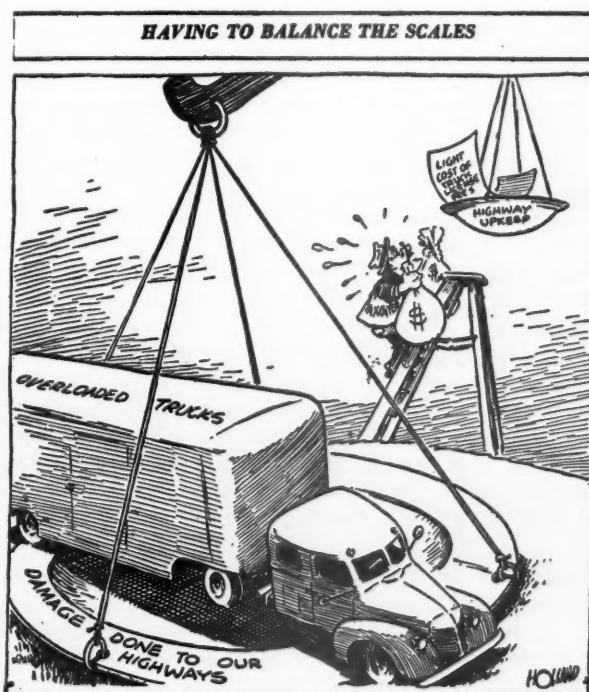
period beginning with the passage [in 1887] of the original Act to Regulate Commerce."

Prior to the passage of that act, "the competitive rivalry within the then expanding railroad transportation system brought about many causes of complaint from shippers and the general public," the report continued. It identified the "more important" causes of these complaints as the "varied types of discrimination," the "lack of uniformity in classifications of commodities," secret railroad rates and other concessions to favored shippers, and the failure of the carriers "to enter into joint arrangements" for the purpose of providing interline services. Thus, the 1887 act was designed not only to end unfair practices, but also to "require joint undertakings for the transportation of property over connecting carriers."

### Trend of Regulation

The commission's general characterization of subsequent regulatory legislation, enacted between 1887 and 1917, was that it "showed a distinct tendency to refrain from restricting competition any more than necessary to control the abuses which had occasioned the imposition of regulation in the first instance." World War I, however, brought "the necessity for and change to unified operation," and the "elimination of competitive activities of the carriers." The Transportation Act of 1920, which terminated federal control, "established a new policy of regulation," designed to insure adequate transportation service, and among the new powers it gave the commission was that which permitted approval of pooling, the report went on.

Then came the Emergency Railroad Transportation



From the Chicago Tribune

Act of 1933, which established the office of Federal Coordinator of Transportation and accorded relief from the anti-trust laws to carriers affected by any order of the coordinator. And the Transportation Act of 1940 included the declaration of national transportation policy, calling, among other things, for the establishment of rates which would not reflect 'unfair or destructive competitive practices.'

Since the reorganization of their procedures in conformity with the Supreme Court's 1898 decisions in the *Trans-Missouri Freight Association* and *Joint Traffic Association* cases, "the rate-bureau and classification-committee methods have been considered a necessary part of the process of railroad rate-making," the commission said. It noted that the N.I.T. League "took steps in 1920 to preserve and establish a method of procedure for all rate proposals through rate bureaus by arranging an agreement between itself and the railroads." And that "the federal government itself, by War Production Board Certificate No. 44, sanctioned the rate-bureau method . . . during World War II, as being requisite to the prosecution of the war, and . . . employed the rate bureaus during the period of World War I federal control to publish the tariffs of the carriers."

### Position of Justice Department

This brought the commission to those portions of the report wherein it outlined the agreement's provisions and the positions of the various parties, which included, in addition to those mentioned before, the American Short Line Railroad Association, the Railway Labor Executives' Association, and the Brotherhood of Locomotive Engineers, all three of them supporting the applicants.

Outlining the position of the Justice Department, the commission noted that this protestant offered no testimony but contended in other submissions of record in the case that the agreement "goes far beyond the Congressional purpose," and constitutes "a plan of private government for railroads of the Western district, which would result in abrogating rights accorded by, and obligations of individual carriers under, the Interstate Commerce Act." More specifically, the Justice Department contended that the agreement "grants broad powers and unlimited authority to the association executive committee, comprised of 30 large carriers. . ." As to that, the commission pointed out that the agreement provides that any class I road holding membership in the association (except one controlled by a road already represented on the committee) may become a member of the executive committee "upon application."

Another contention of the Justice Department was that the agreement did not in fact accord participating roads "free and unrestrained right to take independent action"; that the agreement's provisions purporting to do so were "meaningless." The commission found itself "unable to subscribe" to that view.

### Right of Independent Action

"The observance of rules of procedure," it continued, "is essential to the functioning of bureaus and committees such as those under consideration. The department appears not to distinguish a carrier's right of election

under the agreement to (1) place a proposal in channels for consideration under bureau or committee procedure, (2) proceed by independent action to establish the proposed rate or charge without regard to bureau procedure, or (3) take independent action during or after bureau consideration. Its contentions bear more particularly upon the broader question of the merits of the bureau method itself. . . The record indicates that for the most part proposals are disposed of by the committees of traffic officers to which they are initially submitted, and that resort to independent action has not been infrequent. . . We conclude that the agreement accords to each party the free and unrestrained right to take independent action either before or after any determination arrived at through the procedures provided by the agreement."

The commission next proceeded to a discussion of considerations which led to its conclusion that the agreement was "in furtherance of the national transportation." There it cited the Supreme Court's decision in *McLean Trucking Co. v. United States*, 321 U. S. 67, 79, quoting from that decision excerpts which included a statement that "the policies of the anti-trust laws determine 'the public interest' in railroad regulation only in a qualified way."

This case involved a merger of carriers and thus brought into issue those provisions of the Interstate Commerce Act's section 5 which render such transactions immune from the anti-trust laws if they are approved by the commission.

Coming to the relationship of the rate structure to the rate-bureau method, the commission called this an "important consideration." It discussed the matter at some length, reaching a general conclusion to the effect that the structure has become so interrelated and balanced as to make necessary joint consideration of rate and classification changes. "The views of shippers, stated on the present record," the report said, "confirm our conclusion that an orderly procedure for adjusting rates in this manner is essential. Shippers also attach great importance to the practical advantages in the use of tariffs published under bureau auspices and as a result of joint action."

The same situation applies with respect to passenger fares, the commission continued. It added that, although fares "are not as complex and intricate as freight rates," they "are governed by the same general standards of lawfulness."

At this point, the commission also said that approval of the agreement "would not contribute to the decline of essential competition." It proceeded to observe that "since the advent of motor carrier and air transportation, competition is a more potent factor in rate-making than it has ever been."

At the same time, the commission asserted its determination to keep itself informed about operations under the agreement. "We particularly shall keep ourselves informed as to the functioning of the right of independent action," it added. And before setting out its formal findings and conditions, it recalled that "as early as 1901" it had advised Congress in its annual report that it was "difficult to see how our interstate railways could be operated, with due regard to the interest of the shipper and the railway, without concerted action of the kind afforded through these associations."

# GENERAL NEWS

## 8 Months' Net Income Totalled \$239,000,000

**Net railway operating  
income was \$429,505,048**

Class I railroads in the first eight months of this year had an estimated net income, after interest and rentals, of \$239,000,000, as compared with \$423,000,000 in the corresponding period of 1948, according to the Bureau of Railway Economics of the Association of American Railroads. The eight-months' net railway operating income, before interest and rentals, was \$429,505,048, as compared with \$631,899,241 in the same period in 1948.

Estimated results for August showed a net income of \$39,000,000, as compared with \$85,000,000 for August, 1948, while the net railway operating income for the 1949 month was \$65,727,317, as compared with \$115,709,714 for August, 1948. In the 12 months ended with August, the rate of return averaged 3.39 per cent, as compared with 3.94 per cent for the 12 months ended with August, 1948. Gross in the eight months amounted to \$5,812,785,844 compared with \$6,316,802,041 in the same period of 1948 or a decrease of 8 per cent. Operating expenses amounted to \$4,712,213,869 compared with \$4,912,437,992, a decrease of 4.1 per cent.

Twenty-eight Class I roads failed to earn interest and rentals in the first eight months of 1949, of which 13 were in the Eastern district, 4 in the Southern region, and 11 in the Western district.

Class I roads in the Eastern district in August had an estimated net income of \$5,000,000 compared with \$38,000,000 in August, 1948. In the eight months, their estimated net income was \$84,000,000 compared with a net income of \$157,000,000 in the same period of 1948.

Their net railway operating income in August amounted to \$18,938,670 compared with \$53,572,671 in August, 1948. Those same roads in the eight months had a net railway operating income of \$190,174,005 compared with \$268,967,477 in the same period of 1948.

Gross in the Eastern district in the eight months totaled \$2,629,261,197, a decrease of 8.9 per cent compared with the same period of 1948, while operating expenses totaled \$2,154,467,622, a decrease of 6.1 per cent below 1948.

Class I roads in the Southern region in

August had an estimated net income of \$4,000,000 compared with \$8,000,000 in August, 1948. In the eight months, their estimated net income was \$37,000,000 compared with a net income of \$63,000,000 in the same period of 1948.

Those same roads in August had a net railway operating income amounting to \$7,742,903 compared with \$11,872,055 in August, 1948. Their net railway operating income in the eight months of 1949 amounted to \$66,579,518 compared with \$93,609,981 in the same period of 1948.

Gross in the Southern region in the eight months totaled \$795,061,283, a decrease of 9.5 per cent compared with the same period of 1948, while operating expenses totaled \$642,270,700, a decrease of 5.7 per cent below 1948.

Class I roads in the Western district in August had an estimated net income of \$30,000,000, compared with \$39,000,000, in August, 1948. Their estimated net income in the first eight months was \$118,000,000, compared with \$203,000,000, in the same period of 1948.

Their net railway operating income in August amounted to \$39,045,744, compared with \$50,264,988, in August, 1948. Those same roads in the first eight months had a net railway operating income of \$172,751,525, compared with \$269,321,783, in the same period of 1948.

Gross in the Western district in the eight months totaled \$2,388,463,364, a decrease of 6.4 per cent compared with the same period of 1948, while operating expenses totaled \$1,915,475,547, a decrease of 1.1 per cent below 1948.

CLASS I RAILROADS—UNITED STATES			
		Month of August	
		1949	1948
Total operating revenues		\$ 742,876,747	\$ 868,089,239
Total operating expenses		587,115,711	637,361,854
Operating ratio—per cent		79.03	73.42
Taxes		75,603,805	99,827,934
Net railway operating income			
(Earnings before charges)		65,727,317	115,709,714
Net income, after charges (estimated)		39,000,000	85,000,000
Eight Months Ended August 31, 1949			
Total operating revenues		\$5,812,785,844	\$6,316,802,041
Total operating expenses		4,712,213,869	4,912,437,992
Operating ratio—per cent		81.07	77.77
Taxes		562,191,773	657,428,685
Net railway operating income			
(Earnings before charges)		429,505,048	631,899,241
Net income, after charges (estimated)		239,000,000	423,000,000

## Wood Preservation Decreased in 1948

**Only two classes of material  
register increases during year**

The total quantity of wood that was given preservative and fire-retardant treatment in 1948 was 292,357,303 cu. ft. This represents a decrease of about 18 per cent from the 356,587,809 cu. ft. reported in 1947, but is only 19 per cent under the record high—362,009,027 cu. ft.—established in 1929. To effect the treatment of this quantity of wood in 1948, the wood preserving industry consumed a total of 234,619,147 gal. of liquid preservatives, and 10,595,563 lb. of salts. These statistics indicate a decrease of 17 per cent in consumption of liquids and 35 per cent in consumption of salts according to the 40th consecutive compilation of wood preservation statistics, assembled by Henry B. Steer, Forest Service, United States Department of Agriculture, in cooperation with the American Wood Preservers' Association.

Probably the most significant change that occurred among the various classes of timber products treated in 1948 was the reversal of the upward trend in treatment of poles. In 1943 there began a steady rise to an all-time high of 8,096,613 poles, or 142,500,389 cu. ft., in 1947. This volume almost equalled the 143,827,356 cu. ft. of crossties given preservative treatment that year, and thus threatened the first-place ranking which crossties had held since records of wood preservation were started in 1909. However, in 1948, like all other classes of material treated, except wood blocks and the miscellaneous group, poles also decreased—to 97,558,138 cu. ft., or 5,543,076 poles—in a greater decline than crossties. Of the total number of poles reported treated 3,961,525 were Southern pine, 461,897 Western red cedar, 456,705 Douglas fir 395,074 lodgepole pine, 93,092 Larch-Tamarack, 87,070 Northern white cedar, and 87,713 Ponderosa pine and miscellaneous species.

Of the total, 4,553,774 poles were treated with creosote; 526,041 with creosote-petroleum-pentachlorophenol solution; 96,552 with creosote-petroleum solution; 16,915 with creosote-petroleum-copper-naphthenate solution; 322,928 with petroleum-pentachlorophenol solution, and 26,866 with other preservatives.

In 1948 a total of 2,250,558 cross arms were given preservative treatment. This decrease of 63 per cent from the all-time high of 6,038,489 treated in 1947 represented the largest percentage decrease in any category of material given preservative treatment during 1948.

#### Crossties Still Largest Class

Crossties continued to be the largest class of material given preservative treatment, the total of 41,158,744 representing a decrease of slightly more than 14 per cent from the number treated in 1947. Approximately 66 per cent of all crossties reported were treated with creosote or creosote-coal-tar solution, and about 34 per cent with creosote-petroleum solution. These figures represent an increase of 11 per cent in the number treated with creosote and a decrease of 11 per cent in the number treated with creosote-petroleum mixtures.

The Forest Service pointed out that the number of crossties reported as mixed hardwood or some similar designation have increased to such an extent that it is no longer possible to distribute the quantity so reported to individual species with a reasonable degree of accuracy.

Switch ties given treatment in 1948 totaled 138,675,542 ft. b.m., less than 1 per cent under the amount given treatment in 1947. About 73 per cent of the total were treated with creosote or creosote-coal-tar solutions and all but 1 per cent of the remainder were treated with creosote-petroleum solutions.

#### Fire-Retardant Treatment

The quantity of wood given fire-retardant treatment in 1948 was 9,579,787 ft. b.m., or 90 per cent more than was reported in 1947. This treatment required use of 1,582,437 lb. of dry chemicals,

most of which were chromated zinc chloride, Protexol, and Minalith.

The volume of construction timber, including stringers, sheet piling, beams, caps and sills or other material for trestles, bridges, wharves and docks, that was given preservative treatment in 1948 was the lowest since 1909, totalling only 67,413,069 ft. b.m. On the other hand the quantity of miscellaneous materials totaled 429,472,365 ft. b.m., an increase of 14 per cent from the quantity reported in 1947, and more than 5 million cu. ft. in excess of the amount ever treated in any other year. Some treating plants, however, do not keep separate records of timber and lumber; hence, it is probable that some of the material listed as lumber and included in miscellaneous material should be included as construction timber.

#### Consumption of Preservatives

Wood preserving plants in the United States consumed during 1948 197,418,497 gal. of creosote, of which 63,776,910 gal. were reported as creosote-coal-tar solutions. This represents a decrease of about 1 per cent from the quantity reported in 1947.

During 1948 preserving plants reported consumption of 54,888,365 gal. of creosote-petroleum solution, a decrease of about 50 per cent in the amount reported for 1947. As has been customary for several years the Forest Service report indicates that creosote-petroleum solutions in varying proportions are used mainly in treatment of crossties, switch ties and poles—the petroleum, which is nontoxic, acting as a diluent for the creosote.

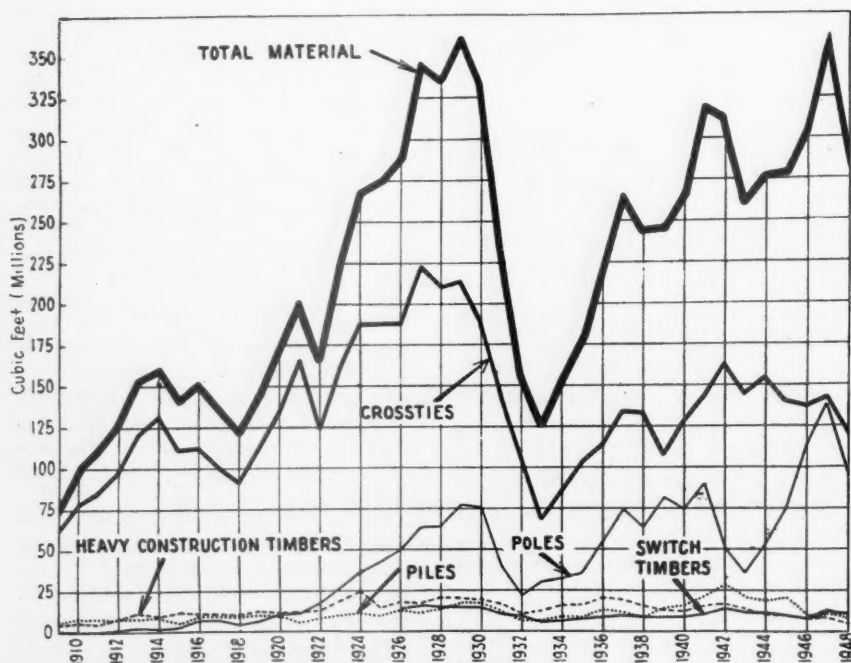
Like preservative oils, most salts were used in decreasing amounts during 1948, the principal decreases being in zinc chloride, celcure, pentachlorophenol, and

#### Quantities of Various Classes of Timber Products Treated in 1948

	Cu. Ft.	% Change over 1947
Crossties	123,476,232	-14.2
Switch ties	11,556,295	-0.3
Piles	10,685,333	-4.6
Poles	97,558,138	-31.5
Wood Blocks	5,480,974	+36.0
Construction timbers	5,617,756	-32.7
Crossarms	1,394,896	-62.7
Miscellaneous	36,587,679	+16.7
Total	292,357,303	-18.0

copper naphthenate. Increases were reported in use of chromated zinc chloride and Wolman salts. Specifically, treating plants reported consumption during 1948 of 1,286,302 lb. of Wolman salts, an increase of 129,455 lb. over the 1947 figure, and of 4,254,569 lb. of chromated zinc chloride, a gain of 971,650 lb. over 1947. The quantity of zinc chloride reported used in 1948 was 251,322 lb., a decrease of 276,041 lb. from the amount consumed in 1947. Celcure, of which 218,137 lb. were used in 1948, registered a decrease of 65,953 lb. Consumption of pentachlorophenol decreased from 6,909,146 lb. in 1947 to 2,909,314 lb. in 1948, and use of copper naphthenate decreased from 2,632,689 lb. in 1947 to 31,755 lb. in 1948. The wood preserving industry also consumed 1,644,164 lb. of miscellaneous salts and 653,725 gal. of miscellaneous liquids. Included in the miscellaneous salts were the 1,582,437 lb. reported as used in fire-retardant treatment of wood.

There were 10 less treating plants in operation in 1948 than in 1947, according to the report. Of the total number, 220 treated wood for sale or by contract; 19 were owned or operated by railroads for treatment of railroad material, and 16 were owned or operated by public utilities, mining companies and others.



The record of wood preservation from 1909 to date

## Roads File Testimony In Reparations Cases

### I.C.C. has "thousands of pages" from carriers and intervenors

Railroads and intervenors supporting them have filed with the Interstate Commerce Commission advance copies of the testimony they propose to offer in five of the so-called government reparations cases when public hearings on those cases are resumed in Washington, D. C., on November 28. The five cases, like 12 other pending proceedings, arose out of complaints whereby the federal government is seeking to recover alleged overcharges which it claims the railroads made on its shipments of various commodities during World War II.

By agreement with the parties, which are exchanging the proposed testimony, the commission is not making the presentations public at this time; but a

railroad statement of September 30 said that "thousands of pages of testimony and exhibits" were filed to cover "the millions of transactions involved," and that the railroad testimony "denies flatly and in detail the claims of the Department of Justice," which is prosecuting the complaints on behalf of the government.

#### Nearly 50 Intervenor

The statement, issued by the Association of Western Railways, also said that, in addition to the railroad testimony, the commission had received testimony filed "on behalf of nearly 50 intervenors on the side of the railroads." These intervenors include the National Industrial Traffic League, all of the so-called standard railroad labor unions, the Railway Business Association, the Transportation Association of America, the Railroad Security Owners' Association, and several chambers of commerce and other business organizations.

The further hearings scheduled to open November 28 will be before the commission's Division 4, consisting of Chairman Mahaffie and Commissioners Miller and Mitchell. At a previous series of hearings, held from June 21 to 23, the division received the Department of Justice's presentations in support of the complaints (see *Railway Age* of June 25, page 102, and July 2, page 50). The five proceedings involved are: No. 29735, wherein the complaint assails charges paid by the government on export freight stopped at storage-in-transit depots; No. 29795, wherein the complaint assails charges paid as a result of the application of railroad "policing" rules to government shipments moving to Pacific Coast ports for export; and Nos. 29622, 29746 and 29805 which, in turn, assail rates paid by the government on its wartime shipments of soldiers' pack-carrier cases, aluminum airplane landing mats, and steel airplane landing mats. In addition to its flat denial of the Justice Department's claims, the nature of the railroad testimony, according to the statement issued by the Association of Western Railways, will be as follows:

#### Government Would Repudiate Agreements

"The testimony declares that a great part of government freight was transported on reduced rates, lower than those applicable on commercial shipments, and that in no case was the government charged a higher rate than that paid by other shippers for similar service. The railroad testimony points out that the government received not only lower rates than ordinary shippers, but also was given costly special services. In many cases, it is said, these rates and services were agreed upon between the government and the railroads, and the present suits are an attempt to repudiate these agreements.

"Another point developed in the railroad testimony is that while during the war the railroads handled the heaviest traffic in history, both freight and pas-

senger, the rate of return earned on the investment in railroad property averaged less than five per cent.

If the amounts now claimed by the Department of Justice are allowed, the railroad testimony says, the effect would be a double payment to the government, as the railroads have already paid excess profits taxes on the same transactions. This double recovery, it is contended, would have the effect, in many cases, of causing the railroads to haul the government's wartime freight free and, in addition, to pay substantial amounts for the privilege of doing so."

## Shippers Criticize Rail Freight Service

### Rail men also present case at N. E. Shippers Board meeting

Railroad freight service was roundly criticized, and lack of cooperation between the railroads themselves was cited as a major reason for the drift of traffic to other forms of transportation, during the final open forum session of the fall meeting of the New England Shippers Advisory Board at Bretton Woods, N. H., September 28-30.

Among the shippers who told attending railroad executives that deteriorating service was continuing to cost the railroads traffic were Frank J. Gill, traffic manager of the Oxford Paper Company, Portland, Me.; A. H. Erlandson, traffic manager of Sanford Mills, Sanford, Me.; A. M. Howland, general traffic manager of the Consolidated Rendering Company, Boston, Mass., and William E. Malone, assistant general traffic manager of Lever Brothers, Cambridge, Mass. Mr. Erlandson charged the railroads with failing to maintain advertised schedules and suspending or eliminating symbol freight trains "without notice to the shippers or without the railroads even notifying each other"; while Mr. Howland told the meeting that "there seems to be an entire lack of cooperation among the railroads themselves. There are a lot of railroad operating men here but nobody seems to know what it is all about or perhaps they don't care. . . The railroads have got to realize that while they are separate organizations, all railroads to the shipper and receiver are one and they ought to get together and cooperate with each other if they are going to keep traffic on the rails."

#### "Lackadaisical Methods"

Mr. Malone warned that New England railroads face further inroads upon their business unless their operating departments and those of railroads outside New England find some methods of meeting the speed and other advantages of competing forms of transportation. "It is obvious to us," he said, "that somewhere, perhaps not necessarily at the top, but in

the operating branches, there is a feeling—and probably it is a lackadaisical attitude taken by the brotherhoods—that tomorrow is coming, that causes us to suffer. The fact that New England railroads have a better record than trunk-line carriers means nothing to New England shippers and receivers because the shipment isn't delivered, so far as we are concerned, when New England carriers turn it over to connecting lines at the Hudson river."

"The manufacturer today carries the inventory for his customers. People . . . buy virtually on a 'hand to mouth' basis and invariably want the shipment within minutes, if possible, from the time it leaves the shipping platform." "We are," he later told newspapermen, "a railroad-minded shipper, but until the railroads improve their operating methods they are simply going to force us more and more to use other forms of transportation which offer faster and better service and price attractions."

#### Do Railroads Want L. C. L.?

He proposed, and had carried, a motion that the board appoint a committee headed by its general chairman, William H. Day, traffic manager of the Boston chamber of commerce, to "sit down with the trunk lines" and "see if they are or are not interested in our welfare. If the railroads want l.c.l. shipments, we shippers will give them everything we can. If they don't want them, why don't they say so, instead of letting the service stagnate and force us into other means of transportation?"

Mr. Day later stated that he would appoint a committee of shippers and railroad executives to place before trunk line railroads outside of New England "the facts which are penalizing New England industry and driving traffic away from the railroads."

Mr. Malone's remarks came after E. C. Nickerson, vice-president and assistant to the president of the New York, New Haven & Hartford, had sounded the keynote for the meeting in an address on the subject, "Is New England in Danger of Losing Its Railroads Because of Public Apathy?"

#### Down the Road to Socialism

"The end of New England's railroads as we know them could well be brought about by the present attitude of industry as it, perhaps unwittingly, but nevertheless securely, is leading itself down the road to socialism," Mr. Nickerson told the board. "Quite naturally shippers and receivers of freight and all efficient traffic managers seek the methods of transport which give them the immediate lowest-cost methods of moving their goods. But in their zeal to meet the problems of the moment they have lost sight of the far broader question which sooner or later, and not much later at the present trend, will affect the future of all industry and all business. This is the question—do we want to retain private enterprise in this country or to continue our steady march

down the road to statism or socialism, or some other form of governmental operation of all transport and all business?

"You transportation experts, working with the railroads, have got to find some way to persuade your policy-making superiors to take a long-range point of view, if for no other reason than the interests of your own companies.

"Railroads have long been accepted as the major method of transportation. Almost every businessman and every manufacturer will echo the statements of every arm of our national defense that the railroads have been, and still are, the most important form of transportation in this country in peacetime and in war. . . Continuation of railroads has been taken for granted. This very complacency has led us to the brink of a condition where our New England railroads are gradually being liquidated by the attrition of subsidized competition.

#### Traffic Diversion Discourages Investment

"The railroads have been waging a grim battle against declining traffic on the one hand and on the other with wages and other costs which have been spiraling at a far faster rate than increases in transportation charges and improvements in operating efficiency. . . Railroad earnings are now dangerously thin. Shippers want improved service, and the railroads would like to provide it. Better service requires constant improvement in equipment and plant, but capital for that purpose will not be forthcoming unless there is a reasonable opportunity to earn a reasonable return. The choice that industry is making in diverting traffic to subsidized agencies of transportation tends to discourage the investment in plant and equipment necessary for improved service.

"Continuation of present practices may eventually spell the downfall of the railroads. Government ownership and operation would be the alternative. That step means that socialization of all industry would be next. Will we be courageous and farsighted enough to keep sufficient traffic on the railroads to keep them healthy? Or will we be so 'pennywise and pound foolish' that we start the chain reaction which will mean socialization for all industry?"

Other railroad speakers included J. Frank Doolan, vice-president, operations, of the New Haven, and chairman of the board's executive and contact committees; Samuel E. Miller, assistant general manager of the Boston & Maine and Maine Central; Fred A. Dawson, vice-president of the New York Central, and Arthur H. Gass, chairman of the Car Service Division of the Association of American Railroads

#### Rules Should Be Same for Both Sides

Mr. Doolan, defending the railroads against the shippers' charges, asserted that "the rules of any game should apply to both sides. You have on the one side railroads regulated by both national and state laws and subject to constant and

strict surveillance by Interstate Commerce Commission inspectors. On the other hand you have highway transportation which can do almost as it pleases; even the few laws or regulations which there are applying to it are little, if any, enforced."

Mr. Miller told the shippers that the railroads needed their support in efforts to eliminate non-compensatory passenger lines, the costs of which "must, of necessity, be on your freight bills." "The railroads can't," he said, "continue to submit to heavy losses on little-used passenger lines just because community pride wants to keep the railroad service."

#### "Twentieth Century Statesmanship"

Mr. Dawson, calling for "twentieth century thinking and twentieth century statesmanship," declared that the railroads are being regulated "in many respects" for "the sake of regulation, rather than for the sake of accomplishing anything constructive by such regulation." "Railroads," he added, "have more competition than any other large industry in the United States. Railroads, therefore, should not be the most regulated industry in the United States; they should be the least regulated industry."

"The railroads," Mr. Dawson continued, "are fully aware of your constant need for service improvements. We would welcome it if you would help us reach a modest 6 per cent return . . . and then would demand in turn that we give you what you want. For there is very little wrong with the railroads, or with railroad service, that couldn't be remedied by a fair return, and by the improvements in equipment, service and personnel that a fair return would make possible."

The N. Y. C. vice-president also quoted with approval a recent *Railway Age* editorial suggestion that certain restrictive provisions of the Interstate Commerce and Anti-Trust Acts be made applicable to railroads only when railroad earnings have averaged 6 per cent or more on investment for at least three consecutive years.

#### "Look at Great Britain"

Mr. Gass suggested that his audience "look at Great Britain" for "the answer to the ultimate condition that will obtain if private enterprise cannot compete with publicly supported enterprise." "Suppose here, too," he continued, "we have eventually to go to public ownership. Who is going to get hurt? The investor who has his money tied up in it. The shipper with regards to rate increases or rate decreases. Labor, with regards to wage increases and working conditions. Nobody sits down at the conference table as an equal of the government. Even the operators of subsidized transportation might well remember that the government does not look with favor on competition with itself.

"Whether or not we [socialize our transportation facilities] is your deci-

sion. I would like to urge that you make that decision while you still have a voice in what that decision may be."

#### The St. Lawrence "Delusion"

New England's railroads would be forced to make further and drastic cuts in their freight service and railroad labor would see thousands of jobs abolished if the St. Lawrence Seaway Project becomes a reality, F. P. Philbrick, president and general manager of the Crosby Milling Company of Brattleboro, Vt., told the board.

The St. Lawrence "delusion," he said, would adversely affect "public and private interests" in all existing eastern and southern ports, and "would add another link to the tightening chain of government ownership of railroads and other public utilities and eventually would mean regimentation of all other industries and all of our people."

Miss Ruth Tegtemeyer, New England representative of the Transportation Association of America, warned that "if free enterprise is lost on the railroads it will be only the first step towards complete nationalization of all industry. . . We must have the help of every businessman if we are to avoid the nationalization of transportation of all forms."

## "Strikebreaker" Charge Is Denied By Friend

### Locomotive bureau nominee rebuts brotherhoods'

James E. Friend, President Truman's nominee for the position of assistant director of the Bureau of Locomotive Inspection, Interstate Commerce Commission, appeared on October 5 before the Senate committee on interstate and foreign commerce to rebut what he called "vicious statements" charging him with having been a "strikebreaker," which were made recently to the committee by David B. Robertson, president of the Brotherhood of Locomotive Firemen and Enginemen, and John T. Corbett, assistant grand chief engineer and national legislative representative of the Brotherhood of Locomotive Engineers. The brotherhoods are opposing Senate confirmation of Mr. Friend's nomination which is favored by the shop-craft unions, representatives of which were on hand at the October 5 hearing to support his denial of the "strikebreaking" charge.

As noted in the *Railway Age* of October 1, page 48, where the Robertson and Corbett testimony was reported, the charge is based on Mr. Friend's alleged activities during the shepmen's strike of 1922, when he was a mechanical department supervisor on the Texas & Pacific. "I was not a strikebreaker in 1922 or at any other time in my rail-

road career," Mr. Friend said. "Furthermore, I was never considered anti-labor. I was not called out on strike and did not take the job of any striker. I had all I could do to handle my own job."

In support of his charge, Mr. Robertson had submitted to the committee affidavits from some of Mr. Friend's associates of 1922, who said that the nominee was "in overalls" during the period of the strike, and was "as dirty and greasy as any mechanic could get." Mr. Friend denied that he worked in overalls during the period of the strike, but he did concede that his hands and face got dirty at times.

He labeled as "false" a statement in one of the affidavits which spoke of his "rapid promotion" as having been attributable to his "loyalty to the carrier in the shopmen's strike." He explained that he was a master mechanic in 1922, and that he held the same position when he left the T.&P. in 1942 to join the staff of the Office of Defense Transportation. During that period, he also said, his title was changed and his salary reduced for a time. Previously, Mr. Friend had recalled that he went out on strike with shopmen on the Union Pacific in 1911. The men who supplied Mr. Robertson with the affidavits were "my friends," Mr. Friend said; and he found it "hard to believe that they expected them to be used as they were."

#### Forty-One Years of Experience

He reminded the committee of his testimony at a previous hearing, which showed that he had "spent the last 41 years in all phases of inspection and repairs of locomotives on the railroads." He also pointed out that the position for which he has been nominated is a civil service job; and yet the opposition to his confirmation, as he appraises it, rests only on a contention that he is not qualified because he is not a member of the B. of L. E., or B. of L. F. and E. "I am only a dues-paying member of the International Association of Machinists," Mr. Friend concluded.

The I.A.M.'s general secretary and treasurer, Eric Peterson, then made a brief statement—"to clear the record," as he put it. As Mr. Peterson recalled Mr. Robertson's testimony, it had included a claim that the engine-service brotherhoods were principally responsible for enactment of the original Locomotive Inspection Act. Mr. Peterson had evidence indicating that the shop-craft unions, too, were in the forefront of that movement. He also said that "75 per cent" of the Bureau of Locomotive Inspection's present staff of inspectors are former machinists or boilermakers.

The executives of the engine-service brotherhoods had also said that seniority was disregarded in the nomination of Mr. Friend. Mr. Peterson asserted that seniority had "never" been a consideration in the appointment of bureau directors and assistant directors. He added that Edward H. Davidson, the present director, was not the senior assistant

director when he was appointed to the directorship; and that the same was true of John M. Hall, Mr. Davidson's predecessor. As to the brotherhoods' objections to Mr. Friend because they think his railroad experience makes him a "management man," Mr. Peterson said that Director Davidson "has a record which includes service as an engine-house foreman and master mechanic, yet no one questions his qualifications."

#### "Practical Knowledge" Necessary

Pointing out that the act requires the selection of a man with "practical knowledge" of locomotives and locomotive boilers, Mr. Peterson insisted that Mr. Friend "fully meets every phase of the qualifications requirements." He added that the I.A.M. believes that the nominee's experience as a supervisor "adds to his qualifications." That union, Mr. Peterson continued, has received "many unsolicited letters" endorsing Mr. Friend—some of them from "members of the operating unions." From one such letter he read a statement recalling that Mr. Friend, as a T. & P. supervisor, "stuck strictly" to working agreements and was thus not the writer's "idea of a company man."

The "strikebreaking" charge was investigated by the I.A.M. when it heard the issue would be raised, according to Mr. Peterson. The investigation disclosed that there was "no truth" in the charge, he reported; and went on to call the making of the charge "an insult to the committee."

In questioning Mr. Peterson, Senator Magnuson, Democrat of Washington brought out the fact that Mr. Friend was one of two members of the bureau's staff of inspectors (the other was not identified) whom the I.A.M. recommended for the assistant directorship. It was also brought out that the recommendations were made to Commissioner Patterson, the commissioner to whom the bureau reports. At the request of Senator Reed, Republican of Kansas, the committee's chairman—Senator Johnson, Democrat of Colorado—has agreed to hold another session of the hearings for the purpose of receiving from Mr. Patterson an explanation of why the commission recommended Mr. Friend's nomination to the President. The testimony offered at the earlier hearings by the executives of the engine-service brotherhoods indicated that they submitted the name of the man they favored (C. O. Nichols) directly to the President.

#### Controversy "Unfortunate"

Senator Magnuson followed up on his questioning of Mr. Peterson with an expression of his own view that it was "unfortunate" that the controversy would have to be decided by the Senate. The senator went on to suggest that there would be "no objections" to Mr. Friend's nomination if he were a member of one of the engine-service brotherhoods. And he warned the contesting unions that they might get some "third party" in an assist-

ant directorship or directorship of the bureau if their controversy continued.

Speaking for the International Brotherhood of Boilermakers, Maywood Boggs, its Washington representative, also endorsed Mr. Friend. It was Mr. Boggs' position that former shopmen were best qualified for the position involved; and he said that his union would have supported a former boilermaker were it not for the rapid extension of Dieselization on the railroads. With that development, he explained, the union felt that the

#### RR Fair Attracted 5,233,552 Visitors During Two-Year Run

The Railroad Fair at Chicago closed its second and final season on October 2, after having played host to a grand total of 5,233,552 paying visitors during the 1948 and 1949 expositions. When the last customer passed through the turnstiles, this year's attendance had exceeded that of a year ago by 231,926 persons. The 1949 show attracted 2,732,739, compared with 2,500,813 in 1948.

As impressive as attendance on the grounds was the patronage given the various entertainment features. The "Wheels-A-Rolling" pageant was enjoyed this year by 1,449,954 persons, while 1,184,271 visitors shuttled up and down the mile-long exposition area aboard the two historic narrow-gauge trains.

Ably supporting the 39 railroad sponsors of the Fair were the hundreds of railway suppliers who backed the highly successful "Ice Ballet." This free 30-min. show was seen by an estimated 1,350,000 persons. A total of 564 shows were given during the 100-day run of the Fair, and inclement weather kept only 30 of the performances from being seen by capacity crowds. Popularity of the suppliers' show is best gaged by the fact that, during 75 per cent of the presentations, there were 500 to 800 standees in addition to the 2,000 seated visitors.

Nationwide newspaper, magazine and radio publicity given the Fair during its two-year run was so prodigious that the amount cannot even be estimated. Frederick J. Ashley, coordinator of publicity, said that clippings this year from newspapers in Chicago and eight other large cities alone filled five large scrapbooks. Two persons were employed full time to clip press stories concerning the exposition.

Rolling stock and other non-stationary equipment began moving out of the fair grounds soon after its closing and 101 animals from the pageant were auctioned off on October 3. No large-scale dismantling of permanent structures has begun as yet, due to the possibility that a Chicago fair commission may take over the area for a permanent exposition site. Attempts are now being made to obtain funds to underwrite the project. It would cost the railroads an estimated \$200,000 to restore the lake front site to its original state.

appointment of a former machinist would be "more appropriate."

His union, Mr. Boggs insisted, would not support a "strikebreaker", and he had evidence which convinced the union that Mr. Friend had never been one. The evidence included a letter from the union's general chairman on the T. & P. who wrote that he was "amazed" that the charge had been made. "As a worker," the general chairman continued, Mr. Friend "was always one of the gang in organization matters, and, as a supervisor, he was always fair."

### Hood Cites Need for Good Railroad Public Relations

Achievement of "understanding" public relations for the railroad industry is of paramount importance in meeting the challenge of subsidized competition, increasing taxes and declining returns, J. M. Hood, president of the American Short Line Railroad Association, told more than 400 shippers and receivers of freight and railroad representatives who attended the Pacific Northwest Advisory Board's recent regular meeting at Spokane, Wash. He spoke of "dishonest publicity" on the part of competing forms of transportation, but added: "I would be the last to suggest any lowering of standards on the part of railroad carriers when appearing before the Congress and before tribunals. . . . It is as unthinkable to me that, because we have to meet subtle and unfair attacks, we should resort to imitation, as it is unthinkable that we would attempt to meet the serious evil of subsidies for competing forms of transportation by advocating a greater evil—subsidies for railroads."

A. H. Gass, chairman, Car Service Division, Association of American Railroads, told those present that there are no ills the railroads now have which could not be cured by a general 10 per cent increase in carloadings. He explained the unusual situation wherein the Pacific Northwest is experiencing car shortages while the rest of the nation shows severe decreases in carloadings. He attributed this to the "manipulations" of John L. Lewis in the coal industry, and said that the strike in Hawaii has prevented the receiving of inbound cars for release in the Pacific Northwest territory.

### Shipper Boards Will Consider Transportation Outlook

The transportation outlook for the coming year" will be discussed at the thirteenth annual meeting of the National Association of Shippers Advisory Boards at The Hotel Jefferson in St. Louis, Mo., on October 19. Principal speakers will be Donald V. Fraser, president of the Missouri-Kansas-Texas, and Interstate Commerce Commissioner J. Monroe Johnson. They will address a luncheon sponsored jointly by the shipper organization and the Traffic Club of St. Louis.

Speakers at the business sessions of the

national association will include George H. Shafer, general traffic manager of the Weyerhaeuser Sales Company, and three officers of the Association of American Railroads—J. Carter Fort, vice-president and general counsel; James H. Aydelott, vice-president in charge of the Operations and Maintenance Department, and Arthur H. Gass, chairman of the Car Service Division.

Others who will appear on the program are Frank J. Rebhan, traffic manager of the American Crystal Sugar Company; Frank J. Armstrong, traffic manager of the United States Radiator Corporation; Frank H. Cross, district T Traffic manager of General Mills, Inc.; William H. Day, manager of the Transportation Department of the Boston (Mass.) Chamber of Commerce, and Irving M. Peters, traffic manager of the Corn Products Refining Company.

Other highlights of the business sessions will be election of officers and action on resolutions pertaining to transportation matters. Warner B. Shepherd, president of the association and general traffic manager of the Aluminum Company of America, will preside. On Tuesday, October 18, the board of directors of the association will meet at the same hotel. In announcing the meeting, Mr. Shepherd said that the association now has approximately 24,000 members who ship more than 80 per cent of all freight that moves by rail.

### Suspends Proposed Charges For C. & D. in New England

Tariff schedules whereby New England railroads propose to establish charges ranging from 10 cents to 30 cents per 100 lb. for collection and delivery of l.c.l. and any-quantity shipments have been suspended by the Interstate Commerce Commission from October 3 through May 2, 1950. The suspension order also instituted an in-

vestigation of the proposed charges, docketing the proceedings as I. & S. No. 5706.

The suspended schedules embodied the second recent undertaking of the New England roads to establish charges for their collection and delivery services. As noted in the *Railway Age* of September 3, page 74, the earlier proposal, also suspended by the commission, contemplated the establishment of such charges on per-shipment basis. Following their suspension, those tariffs were cancelled; and the commission issued an August 30 order discontinuing the proceeding (I. & S. No. 5696) which it had instituted to investigate them. Meanwhile, the commission recently permitted schedules to become effective which published collection and delivery charges ranging from 10 cents to 26 cents per 100 lb. for application on the Reading, Central of New Jersey, Central of Pennsylvania, and Pennsylvania-Reading Seashore Lines.

### Canadian Roads Increase Commuter Fares

A general increase in commutation fares on Canadian railroads, necessitated by the "serious out-of-pocket losses being suffered . . . in commutation service even in the most heavily traveled areas," will become effective on October 15, according to an announcement by J. A. Brass, chairman of the Canadian Passenger Association. This first general increase in commutation fares since 1920 will not require approval of the Board of Transport Commissioners, because the new fares will still be well below the standard passenger fare of 4 cents per mile.

The minimum fare on all types of commutation tickets will be increased to 10 cents per ride. On 50-trip, 30-day tickets the new rate will be 1.25 cents per mile, with a maximum increase of \$5 per



"For distinguished service to safety" in 1948, the St. Louis Southwestern was recently presented the National Safety Council's Award of Honor. The council's staff representative, L. W. Dutton (left), presented the award to F. W. Green (center), president of the Cotton Belt, as Robert B. Brooks, president of the St. Louis (Mo.) Safety Council, looked on

ticket; on students' 40-trip tickets the new rate will be .625 cents per mile, with a maximum increase of \$2 per ticket; on 20-trip tickets the rate will be increased from 1.725 cents to 2.5 cents per mile, with a maximum increase of \$4 per ticket, and on 10-trip tickets the rate will be increased from 2.5 to 3 cents per mile.

## Great Lakes Shippers Assail L.&D. Policies, L.C.L. Service

Full responsibility for freight loss and damage rests on the railroads, J. J. Hailey, traffic manager of the Niagara Alkali Company, Niagara Falls, N. Y., told the freight loss and damage committee of the Great Lakes Regional Advisory Board at Buffalo, N. Y., on September 27.

"Even where the shipper uses inadequate packaging the railroad which takes the package still is to blame for any resultant loss," Mr. Hailey declared. "In those cases the railroad does not live up to Rule 5 which authorizes a line to reject packages inadequately prepared for shipment. If it accepts such a package then it assumes responsibility for what happens. It matches the shipper's lack of judgment with its own.

"The railroads hesitate to reject inadequately prepared shipments because they do not want these to go via their competitors. They'd be better off if they let that happen. So would the shipper. The railroad would save a claim; the shipper would ultimately awaken to the fact that he must package properly or get turned down at the freight house.

"Placing the onus for receiving poorly packaged shipments on the railroad does not absolve the shipper from part responsibility. He has his obligation to package his product adequately. . . . Thereafter it is up to the railroad. It should provide cars in good condition, make certain the cargo is properly stowed, provide all other safeguards, and then handle the car in such manner that the lading is not smashed or even subjected to more than the unavoidable rough handling. A preponderance of loss and damage occurs in L.C.L., and there the lines could most easily effect the the greatest saving."

L.C.L. freight in 3,500-lb. lots is paying its way, and railroads should set that mark to meet the 2,500-lb. "breakdown" the trucks follow, the board's L.C.L. committee reported. Chairman K. S. Wright of the Carborundum Company, Niagara Falls, asserted the railroads' refusal to reduce their L.C.L. "breakdown" has diverted vast tonnage of such freight to trucks; and that a railroad rate structure with breakdowns starting at 3,500 lbs. would bring the business back to the rails, "if," he said, "the railroads undertook to render the service that will secure and hold this kind of traffic. Difference in transportation costs is helping the trucks in L.C.L. work, but comparison of service has caused the bulk of the diversion from the rails."

Argument on the report brought out

SHIPPERS ADVISORY BOARDS	ACTUAL LOADINGS FOURTH QUARTER 1948	ESTIMATED LOADINGS FOURTH QUARTER 1949	PER CENT DECREASE
New England	136,812	115,937	15.3
Atlantic States	880,446	852,394	3.2
Allegheny	1,113,101	864,187	22.4
Ohio Valley	1,031,598	1,019,447	1.2
Southeast	955,781	894,896	6.4
Great Lakes	578,023	525,582	9.1
Central Western	317,179	302,884	4.5
Mid-West	999,200	912,831	8.6
Northwest	582,047	497,512	14.5
Trans-Missouri-Kansas	444,731	403,540	9.3
Southwest	577,736	520,267	9.9
Pacific Coast	360,113	356,963	0.9
Pacific Northwest	265,346	259,919	2.0
TOTAL	8,242,113	7,526,359	8.7

that many lines are making strenuous efforts to recapture L.C.L. freight and are succeeding as regards their own lines. But successful national L.C.L. service, it was indicated, awaits better coordination of facilities in point-to-point service so that the good L.C.L. service of one carrier will not be nullified by a connecting carrier.

Vigilance toward, and vigorous opposition against, any further encroachment by government in transportation was urged by Andrew H. Brown, traffic commissioner of the Cleveland, Ohio, chamber of commerce. Mr. Brown declared that Senate bill 238 and House bill 378, intended to give the Interstate Commerce Commission a greater voice in the matter of railroad safety, are merely a cover to extend government power over transportation. "The railroads," he said, "are jealous of their constantly improving safety record. They need no prodding from government in this matter. They are constantly seeking improvement. That desirable objective will not be furthered by increased governmental controls.

"In addition, our [legislative] committee recommends careful study of the report asked by President Truman of his secretary of commerce concerning maximum effectiveness and consistency of the federal program in the transportation field. (See *Railway Age* of September 17, page 92.) Just what the President has in mind is not clear. It might indicate reorganization of federal agencies dealing with transportation or the creation of some new agency, or both; and it may contemplate a new over-all program. But whatever it is it will bear study. If we believe in the private competitive enterprise system we should take strong action to prevent the further intrusion of government into our field of activity or its invasion into the field of private management."

## 4th Quarter Loading Forecast

As noted briefly in the *Railway Age* of October 1, page 52, the 13 Shippers Advisory Boards have estimated that freight car loadings in this year's fourth quarter will be 8.7 per cent below those of the comparable 1948 period. All 13 boards estimated decreases in total loadings of their respective regions, while the countrywide estimates by commodities indicated that loadings in 22 of the principal groups would be down

but 10 groups would show increases.

The table shows actual loadings for each district in the fourth quarter of 1948, estimated loadings for the fourth quarter of 1949, and percentage of decrease.

Commodity groups showing decreases are: Potatoes, 19.6 per cent; poultry and dairy products, 19.2 per cent; iron and steel, 18.7 per cent; ore and concentrates, 18.4 per cent; machinery and boilers, 16.7 per cent; grain, 15.7 per cent; metals other than iron and steel, 14.7 per cent; brick and clay products, 14 per cent; petroleum and petroleum products, 12.1 per cent; hay, straw and alfalfa, 10.5 per cent; agricultural implements and vehicles other than automobiles, 10.4 per cent; coal and coke, 8.7 per cent; cottonseed, soybean-vegetable cake and meal, except oil, 7.7 per cent; lumber and forest products, 7.5 per cent; gravel, sand and stone, 7.4 per cent; chemicals and explosives, 7.4 per cent; lime and plaster, 7 per cent; paper, paperboard and prepared roofing, 6.9 per cent; cotton, 6.4 per cent; automobiles and trucks, 5.4 per cent, and fresh vegetables, other than potatoes, 4.1 per cent.

Commodities for which increases are estimated include: Frozen foods, fruits & vegetables, 19.7 per cent; vehicle parts, 8 per cent; fresh fruits other than citrus fruits, 7.1 per cent; livestock, 5.6 per cent; fertilizers of all kinds, 4.4 per cent; salt, 3.8 per cent; sugar, syrup and molasses, 3.8 per cent; cement, 2.8 per cent; flour, meal and other mill products, 1.7 per cent, and food products in cans and packages, 1 per cent.

## F.R.P. Adopts Four-Point Plan of Cooperative Action

The executive council of the Federation for Railway Progress, at a meeting held on F.R.P. Day at the Chicago Railroad Fair, pledged the strength of the federation membership to the railroads to regain business being diverted from them by competitors operating with government aid. The council adopted a four-point program of cooperative action:

1. The federation will continue to make available to all railroads its assistance in presenting to the American people the true picture of the railway industry. Through its research facilities, its Shippers Advisory Committee, and its Passenger Relations Department, the F.R.P. will aid in the development of better

equipment and service with which to compete with other forms of transportation.

2. The federation will urge upon state governors and utilities commissions a complete review of transportation conditions where inequalities exist.

3. The federation will continue to urge upon Congress a policy designed to lessen federal intervention in railway operations, and will urge elimination of federal aid to competitive forms of transportation, to reduce the growing threat of ultimate government ownership.

4. The federation will urge railway labor in collaboration with management to provide the finest possible service at the lowest possible cost to gain the full support of the public and to offset any downward trend of rail revenues and employment caused by loss of business to competitors.

### Drop Appeal from I.C.C. Order On Forwarder-Trucker Pacts

The Interstate Commerce Commission's recent action postponing until March 1, 1950, the effective date of its order fixing terms and conditions under which freight forwarders may utilize the services and instrumentalities of motor carriers, has resulted in withdrawal by the forwarders of the suit to enjoin enforcement of the order which they had filed in the United States District Court for the District of Delaware. The court permitted the withdrawal "without prejudice."

In postponing the effective date of the order, the commission granted a request made by the Senate committee on interstate and foreign commerce after it decided to defer until January, 1950, any action on S. 2113, a pending bill "to clarify the status of freight forwarders in their relationship with motor carriers." (See *Railway Age* of September 24, page 78.)

### Ulysses Butler Retires From I.C.C.'s Staff

Ulysses Butler, chief examiner and thus head of the Bureau of Formal Cases, Interstate Commerce Commission, retired from that position on September 30. Harold D. McCoy, assistant chief examiner since June, 1947, has been designated acting chief examiner by the commission.

Mr. Butler's retirement came after he had been in the commission's service for more than 45 years, 26 of them as head of the Bureau of Formal Cases. He will now enter the practice of law in Washington, D. C., and in that connection was admitted to practice before the commission as soon as his retirement became effective.

Mr. Butler was born in the District of Columbia, and entered the employ of the commission as a clerk on April 20, 1904. He next served as confidential clerk in the office of Commission Chairman Knapp, and in 1908 was appointed an at-

torney in the former Division of Safety Appliances, now Bureau of Safety. On July 1, 1912, he was transferred to the office of the chief examiner; and on October 16, 1920, was promoted to assistant chief examiner. He became chief examiner, the position he held until his retirement, on July 1, 1923.

The commission's statement announcing Mr. Butler's retirement said that "his exceptional administrative skill contributed greatly to the ability of the commission to keep abreast of its work..." The statement also pointed out that, in his capacity as chief examiner, Mr. Butler "had charge of the large docket of formal proceedings before the commission dealing with rates, charges, and tariff rules of rail and water carriers and freight forwarders subject to the commission's jurisdiction and, where hearings were required, with applications for certificates or permits authorizing operation by water carriers or freight forwarders in interstate commerce."

### American U. Plans Second Traffic Management Institute

The American University, Washington, D. C., will conduct its Second Annual Institute of Industrial Transportation and Traffic Management from November 1 through November 22. Like the first such institute, conducted last year, the course will be under the direction of Dr. L. M. Homberger, professor of transportation at the university; and it has been organized with Executive Secretary E. F. Lacey of the National Industrial Traffic League acting as consultant.

The course is designed "to meet the needs of present and future junior executives... who have a basic understanding of general transportation problems or of traffic management, and who wish to improve and round out their knowledge and experience," the university's announcement said. It added that "the full day curriculum will present the ideas of leading men in traffic management on the vital problems in their field, with emphasis on the new developments of the post-war period and on the outlook for the future."

In addition to Dr. Homberger, the institute's faculty will be composed of industrial traffic managers and representatives of transportation organizations and government agencies, including: Arthur H. Cass, chairman of the Car Service Division, Association of American Railroads; K. N. Merritt, vice-president of the Railway Express Agency; Ford K. Edwards, director of the Bureau of Accounts and Cost Finding, Interstate Commerce Commission; William E. Hayghe, chief of the Central Traffic Service Division, Bureau of Federal Supply, and Colonel E. C. R. Lashar, executive officer of the Joint Military Transportation Committee.

Also, there will be evening meetings with addresses as follows: Traffic Management and Its Position in American Transportation, by C. J. Goodyear, traf-

### Burlington Officers Incorrectly Identified

In the report of the Harriman Safety Award ceremonies which appeared in the *Railway Age* of September 24, the caption applying to the illustration in the upper right-hand corner of page 59 inadvertently wrongly identified one of the officers of the Chicago, Burlington & Quincy. As there stated, the illustration shows Judge R. V. Fletcher and H. C. Murphy, president of the Burlington, but the third member of the group, on Mr. Murphy's left, is J. C. James, executive vice-president and general counsel of the road.

fic manager, Philadelphia & Reading Coal & Iron Co.; A Challenge to Traffic Management, by Mr. Lacey, and Transportation in the Post-War Period, by I. C. Commissioner Walter M. W. Splawn.

The university's announcement said that students for the institute may be selected by their employers, and that others may apply by submitting information about their educational background and business experience. No specific previous education is required, and there is no age limit. The tuition will be \$90 and former servicemen are advised that "veterans benefits will be available upon justification that the institute will contribute to the veterans' present or future business or employment." Applications should be sent to Dr. L. M. Homberger, the American University, School of Social Sciences and Public Affairs, 1901 F street, N.W., Washington 6, D. C. The last registration day will be October 26.

### A.A.R. Board Proposes \$1.75 Per Diem Rate

The board of directors of the Association of American Railroads, at its September 30 meeting in Washington, D. C., voted to submit to A.A.R. member roads a proposal to increase the per diem rate for rental of freight cars from \$1.50 to \$1.75. The proposal will be submitted by letter ballot; and it was stated after the board meeting that the higher rate, if approved, would be made effective as soon as possible.

It was also stated that the board acted on the basis of cost studies made by the General Committee of the A.A.R.'s Operating-Transportation Division. The per diem rate was \$1 for several years prior to February 1, 1945, when it was raised to \$1.15. It was further increased to \$1.25 on June 1, 1947, and the present \$1.50 rate became effective three months later—on September 1, 1947.

These rates were assailed in complaints filed with the Interstate Commerce Commission by a group of short-line railroads and by six western roads. The complainants, in turn, alleging that the rates were too high and too low. The

commission dismissed both complaints (see *Railway Age* of July 23, page 43). Two years ago the commission itself undertook to prescribe a \$2 rate on the basis of a finding that it would "promote greater efficiency in the use of and increase the supply of freight cars"; but its order was set aside by the courts (see *Railway Age* of November 29, 1947, page 38).

## Would Require Motor Carriers To Establish Joint Routes

Senator Stennis, Democrat of Mississippi, has introduced a bill to require establishment by motor carriers of "reasonable through routes and joint rates, charges, and classifications." Provisions relating to the establishment by motor carriers of through routes with each other, or with railroads, express companies or water carriers, are now contained in the Interstate Commerce Act's section 216(c), but they are permissive. The Stennis bill, S. 2626, would make them mandatory.

## A.S.M.E. Railroad Division Meets at Erie, Pa.

In conjunction with the regular fall meeting of the American Society of Mechanical Engineers, held September 27-30, at Erie, Pa., the Railroad Division presented at two sessions on September 29 a program arranged by B. S. Cain, assistant engineer, Locomotive division, General Electric Company, Erie, Pa., the chairman of the division, and C. B. Bryant, chief engineer, Technical Board, Wrought Steel Wheel Industry, Chicago, the program chairman.

The morning session was presided over by F. D. Gowans, of the General Electric Company. Papers presented included: A Method of Calculating Tractive Force of Reciprocating Steam Locomotives, by John C. Wallace, design engineer, Lima-Hamilton Corporation, Lima, Ohio; Gas-Turbine Electric Locomotive Report, by A. H. Morey, project engineer, General Electric, and Coal Handling Systems for Locomotives, Past, Present and Future, by J. J. Kain, development engineer, Standard Stoker Company, Erie.

At the afternoon session the presiding officer was K. A. Browne, research consultant, Chesapeake & Ohio, Cleveland, Ohio. Papers presented included: Railroad Mechanical Testing, by E. D. Hall, engineer of tests and chief chemist, Erie Railroad, Meadville, Pa., and Under-Car Engine-Driven Power Plant for Railroad Passenger Cars by D. R. MacLeod, commercial engineer, General Electric.

## Freight Car Loadings

Revenue car loadings for the week ended October 1 totaled 658,128 cars, the Association of American Railroads announced on October 6. This was a decrease of 3,344 cars, or 0.5 per cent, below the previous week; a decrease of 250,

738 cars, or 27.6 per cent, below the corresponding week last year, and a decrease of 284,327 cars, or 30.2 per cent, below the equivalent 1947 week. Coal loadings of 33,522 cars for the week ended October 1 were 142,708 cars less than coal loadings for the corresponding week in 1948.

Loadings of revenue freight for the week ended September 24 totaled 661,472 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, September 24			
District	1949	1948	1947
Eastern .....	121,082	159,991	166,721
Allegheny .....	122,319	184,809	195,999
Pocahontas .....	20,426	70,273	71,606
Southern .....	103,313	135,053	132,751
Northwestern ..	129,669	147,058	152,860
Central Western ..	118,743	139,833	147,744
Southwestern ....	45,920	71,575	70,273
Total Western Districts .....	294,332	358,466	370,877
Total All Roads .....	661,472	908,592	937,954
Commodities:			
Grain and grain products .....	50,618	49,695	52,343
Livestock .....	15,531	17,838	20,765
Coal .....	36,075	177,142	184,578
Coke .....	10,487	14,884	14,461
Forest products .....	40,652	51,229	47,917
Ore .....	59,298	73,774	75,396
Merchandise L.c.I. ..	86,689	109,742	121,991
Miscellaneous ..	362,122	414,288	420,503
September 24 .....	661,472	908,592	937,954
September 17 .....	743,022	909,989	931,072
September 10 .....	624,197	789,011	922,379
September 3 .....	703,930	895,131	808,939
August 27 .....	746,912	891,666	925,712
Cumulative total 38 weeks .....	27,153,328	31,316,169	32,418,244

**In Canada.**—Carloadings for the week ended September 24 totaled 85,985 cars, as compared with 86,039 cars for the previous week, and 91,402 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars	Total Cars Rec'd from Loaded Connections
Totals for Canada:		
September 24, 1949.....	85,985	31,580
September 25, 1948.....	91,402	35,500
Cumulative totals for Canada:		
September 24, 1949.....	2,809,108	1,169,970
September 25, 1948 .....	2,904,007	1,303,996

## R. T. Swaine, Reorganization Attorney, Dies at New York

Robert Taylor Swaine, head of the New York law firm of Cravath, Swaine & Moore, and one of the nation's leading lawyers in the field of corporate finance, died on September 25 at his home in New York, at the age of 63. As a specialist in reorganizations and consolidations, Mr. Swaine—who was born at Tingley, Iowa, and was graduated from the University of Iowa and Harvard Law School—had acted as counsel for security holders' committees or reorganization managers in the reorganization of many railroads, including proceedings beginning in the years indicated for the Wabash (1911); International-Great Northern (1911); St. Louis-San Francisco (1913 and 1933); Chicago & Eastern Illinois (1913); Chicago, Rock Island & Pacific (1915); New

Orleans, Texas & Mexico (1915 and 1936); Missouri-Kansas-Texas (1915); Missouri Pacific (1915 and 1933); Denver & Rio Grande Western (1918); Chicago, Milwaukee & St. Paul (1925); Minneapolis & St. Louis (1927); Seaboard Air Line (1930); Central of Georgia (1932); Western Pacific (1935); Spokane International (1936); Chicago & North Western (1936), and others. He was counsel for the debtor in reorganization proceedings of the Chicago, Milwaukee, St. Paul & Pacific (1935) and in voluntary readjustment of the Baltimore & Ohio (1939), and for the bondholders' committee in voluntary readjustment of the Lehigh Valley (1939).

## Postpones Effective Date Of Rail-Barge Differentials

Granting a request made by the federal district court of Chicago, where the railroads are appealing the case, the Interstate Commerce Commission has postponed, from November 1 until December 31, the effective date of its order requiring railroads and water carriers on inland waterways to establish through routes and joint rail-water rates reflecting differentials under all-rail rates. The commission's order was issued last June in the long-pending No. 26712 case which deals with the general question of rail-barge differentials. (See *Railway Age* of October 1, page 57).

## Rail and Labor Executives Discuss Mutual Problems

The September 29 meeting of railroad presidents and leaders of railroad labor unions, held in Washington, D. C., was one of a series of such conferences which will be held a "few months" apart, according to William T. Faricy, president of the Association of American Railroads and H. W. Fraser, chairman of the Railway Labor Executives' Association. While acting as spokesmen for the group which held the meeting, Messrs. Faricy and Fraser emphasized that it was not sponsored by the A.A.R. or R.L.E.A., all participants having attended as individuals, and the labor representatives having included executives of the Brotherhood of Locomotive Engineers and Brotherhood of Railroad Trainmen, which are not affiliated with R.L.E.A.

As noted in the *Railway Age* of October 1, page 52, approximately 15 railroad presidents attended. Messrs. Faricy and Fraser said that discussions at the meeting pointed up the "complete agreement" of the management and labor representatives on the desirability of assuring the continuance of private operation of the railroads. They added that the conferees felt that an occasional day of discussion among themselves would promote the development of ways and means of making service and conditions in the industry better, and thus contribute to the maintenance of a railroad

system adequate to meet the needs of business and the national defense.

Both sides were "fully conscious of the need for that," the A.A.R. and R.L.E.A. executives also said. They stated further that no special agenda was adhered to at the meeting which was featured by a "free discussion" of any subject which individual participants cared to bring up.

### Hearing Nov. 16 on Southern Bulwinkle-Act Application

Public hearing on the rate-procedures agreement filed with the Interstate Commerce Commission by southern railroads will be held November 16 at the Henry Grady Hotel, Atlanta, Ga., before Commissioner Rogers and Examiner Burton Fuller. The proceeding is docketed as Section 5a Application No. 6, the agreement having been filed for commission approval under section 5a of the Interstate Commerce Act which was added last year by the Bulwinkle-Reed Act.

### Six Items Needed to Maintain Dynamic Rail System—Wiggins

"Those responsible for national defense have the stern duty to evaluate, to appraise and to anticipate the needs for efficient and effective rail transportation in the event of a future war. In particular, such an obligation rests upon the National Defense Transportation Association, which has as its number one objective 'to assist in effecting transportation preparedness for war as being one of the nation's strongest guarantees for peace,'" A. L. M. Wiggins, chairman of the board of the Atlantic Coast Line and the Louisville & Nashville, told an October 3 luncheon session of the N. D. T. A. during its fourth annual convention at Atlanta, Ga., October 3-5.

"There is no organized group in the nation that can speak more authoritatively nor with greater public confidence in what they say on the problems of the railroad industry in providing the most efficient and most effective transportation system that is required for adequate national defense, than the membership of this association," he added.

Mr. Wiggins opened his address by reminding the N. D. T. A. members "that during the two decades preceding World War II, more money was spent by government from tax sources on other forms of transportation than all the money spent on railroads in more than a hundred years. However, when the test of war came, the nation turned to the railroads for the transportation of 97 per cent of all organized troop movements, for 90 per cent of all Army and Navy freight movement and for more than two-thirds of the movement of all freight of all kinds."

He continued by reviewing the achievements and problems of the railroads in the post-war years. "There is no segment of the field of railroad transportation looking to improvement and mod-

ernization," he said in part, "that is not receiving intense study and careful analysis. Wherever good results are obtained, there is prompt application to the extent that capital is available. . . . The limitations on these improvements are largely the limitations of capital and of earnings. . . . More than anyone else, railroad management welcomes every opportunity to provide the facilities for the most efficient, the most effective and the most serviceable railroad transportation possible, not only for the purposes of defense, but in order to serve the peacetime needs of the American people."

In conclusion, he suggested the following "six items" as "some of the answers to the problem of preserving a dynamic, progressive and efficient rail transportation system":

1. A national transportation policy, not only declared but implemented "with adequate legislation . . . to secure fair and equitable treatment to every form of transportation."

2. Unification of government control and regulation, to eliminate inequities among the various forms of transportation, avoid costly duplication of facilities and properly allocate the cost of services between users and taxpayers.

3. Recognition by government and the public of a "new era" in transportation, and of "its present competitive nature," to relieve the railroads from "many uneconomic operations."

4. Greater equality in tax treatment of the several forms of transportation.

5. An assumption by organized labor of the responsibility of labor to give an economic day's work in productive effort for a day's pay.

6. Multiplication by railroad management of its efforts further to improve "the efficiency of freight operations, the comfort, convenience and satisfaction of passengers, the safety of public and employees and service to American business and the public."

### Court Intervenes in M. P. Strike Nearing Fifth Week

Intervention by a federal district court into the labor affairs of a bankrupt railroad subject to its jurisdiction was invoked on October 5 in the four-week strike of 5,000 operating employees on the Missouri Pacific. Judge George H. Moore, who was appointed to the St. Louis, Mo., court during the Roosevelt administration and who has charge of the reorganization proceedings of the road, has named a special master to hear and recommend to the court which of the union claims should be paid. The court, following consideration of the report, will then issue an order to Guy A. Thompson, trustee, specifying the claims, if any, to be paid.

The special master is Jesse W. Barrett, former attorney general for Missouri and Republican nominee for governor of that state in 1936. His appointment to study the issues which precipitated the walkout on September 9 was in response to a peti-

tion by Mr. Thompson, whose proposals for settlement of the strike have been unacceptable thus far to the brotherhoods.

The latest offer by the trustee, which was turned down by union leaders on October 3, suggested that three referees be allowed to hear and decide the 282 cases in dispute, with their decision binding upon the railroad only. Upon acceptance of the proposal, the unions were to end the strike immediately.

The unions, after three days of deliberations on the latest proposal, submitted a counter-proposal of their own demanding that 191 of the 282 claims be paid on union terms. The brotherhoods offered to withdraw 14 cases, which the railroad says are "inconsequential and involve less than one half of one per cent of the total money involved." The unions suggested payment of the remaining 77 claims on certain prescribed conditions, which Mr. Thompson said are "entirely unacceptable."

A wave of public optimism over the possible ending of the strike accompanied the railroad's latest proposal. Many persons believed that the new plan would meet with union approval. Inasmuch as the railroad had heretofore sought arbitration binding upon both parties to the dispute.

The proposal was the fifth made by Mr. Thompson since the start of the strike on September 9. Commenting on the union's rejection of his latest effort at settlement, he said: "I am astounded by the answer of the four brotherhoods to my proposal of September 30 . . . I do not believe that there is a reasonable man or woman in the 10 states served by the M.P. who does not think that my proposal was wholly just, perhaps even generous."

Meanwhile, a conference of governors of states affected by the M.P. walkout was scheduled for October 6, at St. Louis, Mo. The meeting was called by Governor Forrest Smith of Missouri, who is said to have a plan for terminating the work stoppage.

The following are typical claims involved in the M.P. dispute, and are in addition to several outlined in *Railway Age* of October 1, page 52:

- (1) There are approximately 12 claims by brakemen for a day's pay each because they were not used as members of the crew of weed burners. Settlement of these claims as demanded would require a day's pay for each of two brakemen each day a weed burner is operated (about 250 days each year).

- (2) A fireman claims an extra day's pay as a brakeman because, as a result of a slight injury to the regular brakeman, he was required to open and close the side-track switches and a switch at the Monroe, (La.) yard so the train could get into the yard. This claim, says the railroad, attempts to establish the principle that no one but a brakeman can open and close a switch, which would require employment of hundreds of additional men.

- (3) Many hostlers are claiming a

day's pay, in addition to the pay they were already receiving, for opening a blow-off cock to wash sediment out of a locomotive boiler. A hostler, without moving from his seat in the locomotive, does this operation by pulling a lever. The claimants assert that this duty is not part of their job and the performance thereof entitles them to extra pay. The railroad points out that there is no agreement between the company and its employees to the effect that operating this valve is the exclusive work of any particular employee.

## Forms Legislative Association

The Brotherhood of Railroad Trainmen has set up an organization to "coordinate activities" of its legislative representatives, and to "exchange ideas and diffuse political and legislative information," W. P. Kennedy, president, has announced. The new association will be composed of the Trainmen's national legislative representative at Washington, D. C., and the brotherhood's legislative representatives from each of the states.

# ORGANIZATIONS

James D. Cunningham, of Winnetka, Ill., president of the Republic Flow Meters Company, of Chicago, and a director of the Baltimore & Ohio, has been elected president of the **American Society of Mechanical Engineers** for 1950. He will succeed James M. Todd, of New Orleans, La.

Gustav Metzman, president of the New York Central, will be among the speakers at the meeting of the **Railroad Section, National Safety Council**, to be held in conjunction with the council's National Safety Congress and Exposition, October 24 to 28, inclusive, at Chicago.

The **Transportation Department** of the **Young Men's Christian Association**, as well as all other departments is included in the association's recent change of address, to 291 Broadway, New York 7.

## Meetings and Conventions

The following list gives names of secretaries, dates of next or regular meetings and places of meetings.

**AIR BRAKE ASSOCIATION.**—Lawrence Wilcox, Room 827, 80 E. Jackson Blvd., Chicago 4, Ill.

**ALLIED RAILWAY SUPPLY ASSOCIATION.**—C. F. Weil, American Brake Shoe Company, 6th floor, 109 N. Wabash Ave., Chicago 2, Ill.

**AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MANAGERS.**—E. P. Soebbing, 1450 Railway Exchange Bldg., St. Louis 1, Mo.

**AMERICAN ASSOCIATION OF PASSENGER TRAFFIC AGENTS.**—C. A. Melin, P. O. Box 5025, Cleveland 1, O.

**AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.**—B. D. Branch, C.R.R. of N. J., 143 Liberty St., New York 6, N. Y. Annual meeting, October 10-12, 1949, Traymore Hotel, Atlantic City, N. J.

**AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.**—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, June 1950, Chicago, Ill.

**AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.**—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill.

**AMERICAN RAILWAY CAR INSTITUTE.**—W. C. Tabbert, 19 Rector St., New York 6, N. Y.

**AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.**—W. A. Klunder, Chicago & North Western Railway, 275 E. Fourth St., St. Paul 1, Minn. Annual meeting, April 19-21, 1950, Fontenelle Hotel, Omaha, Neb.

**AMERICAN RAILWAY ENGINEERING ASSOCIATION.**—Works in cooperation with the Association of American Railroads, Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 14-16, 1950, Palmer House, Chicago, Ill.

**AMERICAN RAILWAY MAGAZINE EDITORS' ASSOCIATION.**—Hugh L. Fitts, Missouri Pacific Magazine, 1400 M. P. Bldg., St. Louis 3, Mo. Annual meeting, November 2-4, 1949, Gunter Hotel, San Antonio, Tex.

**AMERICAN SHORT LINE RAILROAD ASSOCIATION.**—C. E. Huntley, 2000 Massachusetts Ave., N. W., Washington 6, D. C.

**AMERICAN SOCIETY FOR TESTING MATERIALS.**—R. J. Painter, Asst. Secretary, 1916 Race St., Philadelphia 3, Pa.

**AMERICAN SOCIETY OF MECHANICAL ENGINEERS.**—C. E. Davies, 29 W. 39th St., New York 18, N. Y. Railroad Division.—E. L. Woodward, Railway Mechanical Engineer, 79 W. Monroe St., Chicago 3, Ill.

**AMERICAN WOOD-PRESERVERS' ASSOCIATION.**—H. L. Dawson, 839 Seventeenth St., N. W., Washington 6, D. C. Annual meeting, April 25-27, 1950, Rice Hotel, Houston, Tex.

**ASSOCIATED TRAFFIC CLUBS OF AMERICA, INC.**—R. A. Ellison, Cincinnati Chamber of Commerce, 1203 C. of C. Bldg., Cincinnati 2, O. Annual meeting, October 24-26, 1949, Hotel Shamrock, Houston, Tex.

**ASSOCIATION OF AMERICAN RAILROAD DINING CAR OFFICERS.**—W. F. Ziervogel, 605 S. Ranken Ave., St. Louis 3, Mo.

**ASSOCIATION OF AMERICAN RAILROADS.**—George M. Campbell, Transportation Bldg., Washington 6, D. C.

**Operations and Maintenance Department.**—J. H. Aydelott, Vice-President, Transportation Bldg., Washington 6, D. C.

**Operating-Transportation Division.**—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.

**Operating Section.**—J. C. Caviston, 30 Vesey St., New York 7, N. Y.

**Transportation Section.**—H. A. Eaton, 59 E. Van Buren St., Chicago 5, Ill.

**Communications Section.**—A. H. Grothmann, 30 Vesey St., New York 7, N. Y.

**Fire Protection and Insurance Section.**—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, October 18-20, 1949, Ambassador Hotel, Atlantic City, N. J.

**Freight Station Section.**—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill.

**Medical and Surgical Section.**—J. C. Caviston, 30 Vesey St., New York 7, N. Y.

**Protective Section.**—J. C. Caviston, 30 Vesey St., New York 7, N. Y.

**Safety Section.**—J. C. Caviston, 30 Vesey St., New York 7, N. Y.

**Engineering Division.**—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.

**Construction and Maintenance Section.**—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 14-16, 1950, Palmer House, Chicago, Ill.

**Electrical Section.**—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.

**Signal Section.**—R. H. C. Balliet, 30 Vesey St., New York 7, N. Y.

**Mechanical Division.**—Arthur C. Browning, 59 E. Van Buren St., Chicago 5, Ill.

**Electrical Section.**—J. A. Andreucetti, 59 E. Van Buren St., Chicago 5, Ill.

**Purchases and Stores Division.**—W. J. Farrell (Executive Vice-Chairman), Transportation Bldg., Washington 6, D. C.

**Freight Claim Division.**—C. C. Beauprie, 59 E. Van Buren St., Chicago 5, Ill.

**Motor Transport Division.**—Transportation Bldg., Washington 6, D. C.

**Car Service Division.**—Arthur H. Cass, Chairman, Transportation Bldg., Washington 6, D. C.

**Finance Accounting, Taxation and Valuation Department.**—E. H. Bunnell, Vice-President, Transportation Bldg., Washington 6, D. C.

**Accounting Division.**—E. R. Ford, Transportation Bldg., Washington 6, D. C.

**Treasury Division.**—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting, October 26-28, 1949, General Oglethorpe Hotel, Savannah, Ga.

**Traffic Department.**—Walter J. Kelly, Traffic Officer, Transportation Bldg., Washington 6, D. C.

**ASSOCIATION OF INTERSTATE COMMERCE COMMISSION PRACTITIONERS.**—Sarah F. McDonough (Executive Secretary) 2218 I.C.C. Building, Washington 25, D. C. Annual meeting, November 2-3, 1949, Hotel Commodore, New York, N. Y.

**ASSOCIATION OF RAILROAD ADVERTISING MANAGERS.**—Samuel E. McKay, Baltimore & Ohio R. R., Grand Central Station, Chicago 7, Ill.

**ASSOCIATION OF RAILWAY CLAIM AGENTS.**—F. L. Johnson, Gulf, Mobile & Ohio R. R., 104 St. Francis St., Mobile 13, Ala. Annual meeting, 1950, Kansas City, Mo.

**BRIDGE AND BUILDING SUPPLY MEN'S ASSOCIATION.**—E. C. Gunther, Duff-Norton Mfg. Co., 122 S. Michigan Ave., Chicago 3, Ill.

**CANADIAN RAILWAY CLUB.**—C. R. Crook, 4415 Marcell Ave., N. D. G., Montreal 28, Que. Regular meetings second Monday of each month, except June, July and August, Mount Royal Hotel, Montreal, Que.

**CAR DEPARTMENT ASSOCIATION OF ST. LOUIS.**—J. J. Sheehan, 1101 Missouri Pacific Bldg., St. Louis 3, Mo. Regular meetings, fourth Tuesday of each month, except June, July and August, Hotel DeSoto, St. Louis, Mo.

**CAR DEPARTMENT OFFICERS' ASSOCIATION.**—F. H. Stremmel, 6536 Oxford Ave., Chicago 31, Ill.

**CAR FOREMEN'S ASSOCIATION OF CHICAGO.**—J. A. Dingess, Union Tank Car Company, 228 N. LaSalle St., Chicago 1, Ill. Regular meetings, second Monday of each month except June, July and August, LaSalle Hotel, Chicago, Ill.

**CENTRAL RAILWAY CLUB OF BUFFALO.**—R. E. Mann, Hotel Statler, McKinley Square, Buffalo 5, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.

**COORDINATED RAILROAD MECHANICAL ASSOCIATIONS.**—C. F. Weil, American Brake Shoe Company, 6th floor, 109 N. Wabash Ave., Chicago 2, Ill.

**EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.**—H. J. Hawthorne, Union Railroad, East Pittsburgh, Pa. Next meeting, November 10, 1949, Mount Royal Hotel, Montreal, Que.

**EASTERN CAR FOREMAN'S ASSOCIATION.**—W. P. Dizard, 30 Church St., New York 7, N. Y. Regular meetings, second Friday of January, February (Annual Dinner), March, April, May, October and November, 29 W. 39th St., New York, N. Y.

**LOCOMOTIVE MAINTENANCE OFFICERS' ASSOCIATION.**—C. M. Lipscomb, 1721 Parker St., North Little Rock, Ark.

**MAINTENANCE OF WAY CLUB OF CHICAGO.**—E. C. Patterson, 400 W. Madison St., Chicago 6, Ill. Regular meetings, fourth Monday of each month, October through April, inclusive, except December, when the third Monday, at Eitel's Restaurant, Field Bldg.

**MASTER BOILER MAKERS' ASSOCIATION.**—A. F. Stiglmeier, 29 Parkwood St., Albany 3, N. Y.

**METROPOLITAN MAINTENANCE OF WAY CLUB.**—Walter L. Turner, Jr., Simmons-Boardman Publishing Corp., 30 Church St., New York 7, N. Y. Meets in October, December, February and April. Next meeting, dinner, October 27, 1949, Hotel Shelburne, New York, N. Y.

**MILITARY RAILWAY SERVICE VETERANS.**—S. Thomson, 1061 W. Sheridan Road, Chicago 40, Ill.

**NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.**—Ben Smart, 7413 New Post Office Bldg., Washington 25, D. C.

**NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS.**—Frank Cross, General Mills, Inc., Oklahoma City, Okla. Annual Meeting, October 18-19, 1949, Jefferson Hotel, St. Louis, Mo.

**NATIONAL DEFENSE TRANSPORTATION ASSOCIATION.**—Miss Lois E. Casavant, 930 F. St., N. W., Washington 4, D. C.

**NATIONAL INDUSTRIAL TRAFFIC LEAGUE.**—Edward F. Lacey, Suite 450, Munsey Bldg., Washington 4, D. C. Annual meeting, November 17-18, 1949, Palmer House, Chicago, Ill.

**NATIONAL RAILWAY APPLIANCES ASSOCIATION.**—B. B. Fisher, 59 E. Van Buren St., Chicago 5, Ill.

**NATIONAL SAFETY COUNCIL, RAILROAD SECTION.**—J. R. Thexton, Delaware, Lackawanna & Western R.R. Co., Hoboken, N. J. Annual meeting, October 25-27, 1949, probably at the Hotel Morrison, Chicago, Ill.

**NEW ENGLAND RAILROAD CLUB.**—William M. McCombs, 35 Lewis Wharf, Boston 10, Mass. Regular meetings, second Tuesday of each month, except June, July, August and September, Hotel Vendome, Boston, Mass.

**NEW YORK RAILROAD CLUB.**—D. W. Pye, 30 Church St., New York 7, N. Y. Regular meetings, third Thursday of each month, except June, July, August, September and December, 29 W. 39th St., New York, N. Y. Annual dinner, December 8, 1949.

**NORTHWEST CARMEN'S ASSOCIATION.**—E. N. Myers, Minnesota Transfer Ry., 1434 Iowa Ave., W. St. Paul 4, Minn. Regular meetings, first Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

**NORTHWEST LOCOMOTIVE ASSOCIATION.**—R. M. Wigfield, Northern Pacific Ry., Room 1134, G. O. Bldg., St. Paul 1, Minn. Regular meetings, third Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

**PACIFIC RAILWAY CLUB.**—S. E. Byler, 121 E. Sixth St., Los Angeles 14, Cal. Regular meetings, second Thursday of each alternate month at Palace Hotel, San Francisco, Cal., and Hotel Biltmore, Los Angeles, Cal.

**RAILWAY BUSINESS ASSOCIATION.**—P. H. Middleton, First National Bank Bldg., Chicago 3, Ill. Annual meeting and dinner, November 18, 1949, Hotel Stevens, Chicago, Ill.

**RAILWAY CLUB OF PITTSBURGH.**—J. D. Conway,

308 Keenan Bldg., Pittsburgh, Pa. Regular meetings, fourth Thursday of each month, except June, July and August, Fort Pitt Hotel, Pittsburgh, Pa.

**RAILWAY ELECTRIC SUPPLY MANUFACTURERS' ASSOCIATION.**—J. McC. Price, Allen-Bradley Company, 445-447 N. La Salle St., Chicago 10, Ill.

**RAILWAY FUEL AND TRAVELING ENGINEERS' ASSOCIATION.**—T. Duff Smith, Room 811, Utilities Bldg., 327 S. LaSalle St., Chicago 4, Ill.

**RAILWAY SUPPLY MANUFACTURERS' ASSOCIATION.**—A. W. Brown, 60 E. 42nd St., New York 17, N. Y.

**RAILWAY TELEGRAPH AND TELEPHONE APPLIANCE ASSOCIATION.**—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with Communications Section of A.A.R.

**RAILWAY TIE ASSOCIATION.**—Roy M. Edmonds, 610 Shell Bldg., St. Louis 3, Mo.

**ROADMASTERS AND MAINTENANCE OF WAY ASSOCIATION.**—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill.

**SIGNAL APPLIANCE ASSOCIATION.**—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with A.A.R. Signal Section.

**SOUTHEASTERN DIESEL RAILWAY CLUB.**—John Sims, P.O. Box 155, Buena Vista Station, Miami 37, Fla. Regular meetings, second Tuesday in February, April, June, August, October, and December, 9:30 a.m., Mayflower Hotel, Jacksonville, Fla.

**SOUTHERN AND SOUTHWESTERN RAILWAY CLUB.**—A. T. Millet, 4 Hunter St., S. E. Atlanta, Ga. Regular meetings, third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

**SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS.**—E. E. Humble, High Point, Thomasville & Denton R.R., High Point, N. C.

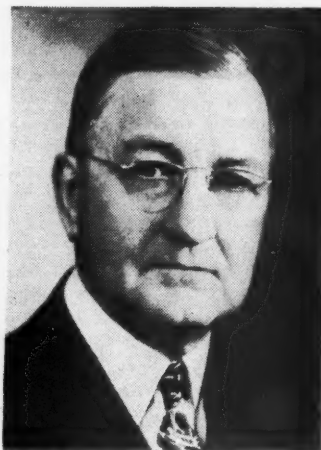
**TORONTO RAILWAY CLUB.**—D. L. Chambers, P. O. Box 8, Terminal "A", Toronto 2, Ont. Regular meetings, fourth Monday of each month, except June, July and August, Royal York Hotel, Toronto, Ont.

**TRACK SUPPLY ASSOCIATION.**—Lewis Thomas, Q and C Company, 59 E. Van Buren St., Chicago 5, Ill.

**UNITED ASSOCIATIONS OF RAILROAD VETERANS.**—Roy E. Collins, 225 Bidwell Ave., Westerleigh, Staten Island 2, N. Y.

**WESTERN RAILWAY CLUB.**—E. E. Thulin, Suite 339, Hotel Sherman, Chicago, Ill. Regular meetings, third Monday of each month, except January, June, July, August and September, Hotel Sherman, Chicago, Ill.

N. Y., and began his career as an office boy with McKee-Fuller & Co., which was absorbed by the Steel Tired Wheel Company in 1897. The latter firm was likewise absorbed in 1902 by the Railway Steel Spring Company, for which Mr. Naylor later became sales agent. With the purchase in 1926 of Railway Steel Spring by Alco, he became district sales manager in charge of the Chicago office for both companies. Mr.



Norman C. Naylor

Naylor was advanced in 1930 to vice-president in charge of western sales offices, at Chicago, and in 1938 was also elected a director of Alco. Shortly after his retirement from Alco, he was elected vice-president of Union Asbestos, and was subsequently made a director of that firm.

### E. M. and Swedish Firm Sign Diesel Manufacturing Pact

An agreement for manufacture and marketing of Diesel-electric locomotives has been entered into by the Electro-Motive Division of General Motors Corporation and Nydqvist & Holm Aktiebolag, Trollhattan, Sweden. The Swedish company is to market, in Scandinavia and overseas territories, Diesel-electric locomotives embodying General Motors 567B engine and other components manufactured and supplied by General Motors. The mechanical and some electrical equipment of the locomotives is to be manufactured in Sweden.

Fairbanks, Morse & Co. has announced the opening of a Diesel locomotive sales and service office for the Cleveland (Ohio) area, with headquarters at the firm's branch house, 2810 Superior Avenue. C. A. Mapp has been appointed district sales representative, and H. D. Buckner has become area service supervisor for Diesel locomotives.

Robert W. Clyne, formerly assistant vice-president of the American Steel Foundries, has been appointed manager of the passenger, locomotive and industrial department, railway sales division, with headquarters at Chicago, succeeding

ing Armand H. Peyoke, who has retired after 37 years of service; and R. W. Dwight, Jr., has been appointed sales agent in charge of the southeastern territory, with headquarters at Baltimore, Md., to succeed C. B. Peirce, Jr., also retired.



Robert W. Clyne

Mr. Clyne was born in Chicago in 1907, and was graduated from the Massachusetts Institute of Technology in 1930. In the same year he joined American Steel Foundries and has served successively as sales assistant, sales agent, war production engineer and, since January,



R. W. Dwight, Jr.

1946, assistant vice-president. Mr. Dwight was born in Chattanooga, Tenn., in 1916 and was graduated from Purdue University in mechanical engineering. He joined American Steel Foundries in 1940 and for most of this period has been associated with the sales division. Since 1946 he has been assistant to Mr. Peirce.

Thomas J. Watson, formerly president of International Business Machines Corporation, has been elected chairman of the board, chairman of the executive and finance committees, and chairman of the board of the IBM World Trade Corporation, newly organized as a wholly-owned subsidiary to handle IBM business outside the United States. Other executive

## SUPPLY TRADE

### Automatic Electric To Offer G. E. Radio-Telephone Equipment

Automatic Electric Company, Chicago, has announced an agreement with the General Electric Company, whereby the former will act as distributor in the United States and possessions for all types of G. E. radio-telephone equipment suitable for telephone use. Installation and service of G. E. radio-telephone equipment sold through Automatic Electric will be handled by the latter company, which will maintain a staff of engineers and technicians specially trained for this work.

### Norman Naylor Elected Head of Executive Committee, R.B.A.

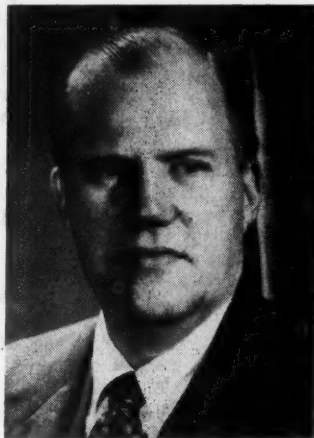
Norman C. Naylor, vice-president and director of the Union Asbestos & Rubber Co., and a director of the American Locomotive Company, has been elected chairman of the Railway Business Association's executive committee. He succeeds C. A. Liddle.

Mr. Naylor was vice-president of Alco for 18 years prior to his retirement from that post in 1948, and was president of the Railway Supply Manufacturers Association from 1942 to 1947. He was born on June 3, 1881, at Rochester,

changes are: **John G. Phillips**, executive vice-president and director, elected president; **Thomas J. Watson, Jr.**, vice-president and director, elected executive vice-president; **Dause L. Bibby**, general manager at Poughkeepsie, N. Y., elected vice-president, with headquarters at Endicott, N. Y.; **William L. Lewis**, manager of production and engineering, also elected vice-president; **I. Smith Homans, Jr.**, assistant to the president, promoted to executive assistant at the Poughkeepsie factory; **Charles F. McElwain**, factory superintendent at Endicott, promoted to works manager there, and **Homer F. Bookstaver**, assistant superintendent at Endicott, promoted to factory superintendent.

The Link-Belt Company, on September 27, opened a modern manufacturing plant at 3203 South Wayside, Houston, Tex. **Allen Craig**, formerly located at the firm's plant in Atlanta, Ga., is general manager of the southwestern division, with headquarters at the new Houston facility.

**Frank G. Helander**, formerly midwest sales manager of the hydraulic machinery division of the **Watson-Stillman Company**, with headquarters at Chicago, has been appointed executive vice-president. During the period 1924 to 1936, Mr. Helander was associated with **Gibbs & Hill**, consulting engineers of New York,



Frank G. Helander

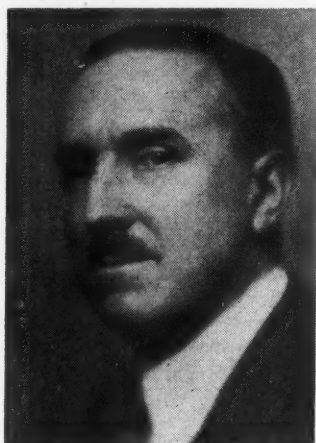
and the Reading, at Philadelphia, Pa. In the latter year he joined the Carnegie-Illinois Steel Corporation at its Youngstown and Homestead Works and later worked as chief engineer of the ordnance engineering bureau of the corporation, at Pittsburgh, Pa. In 1943, Mr. Helander joined **Watson-Stillman**, at Chicago.

**Frederic E. Lyford**, recently president of the **Merritt-Chapman & Scott Corp.**, and **William C. Eberle** have formed a partnership to continue and expand the services rendered by Mr. Eberle to the petroleum and other industries in matters pertaining to transportation, terminal operations, economic studies, new construction, modernization and expansion, with headquarters at 36 East 36th street,

New York 16. Mr. Lyford was associated with the Lehigh Valley from 1923 to 1934, in which year he joined the Reconstruction Finance Corporation as examiner for the railroad division. In 1936 he was appointed assistant to the vice-president of the **Baldwin Locomotive Works** and, in 1937, trustee of the New York, Ontario & Western, from which road he resigned to join **Merritt-Chapman & Scott** as assistant to the chairman.

The eastern sales office of the **National Pneumatic Company** has been moved from Rahway, N. J., to 420 Lexington avenue, New York 17.

**Ward A. Miller**, vice-president and director of the **Vanadium Corporation of America**, has been placed in charge of



Ward A. Miller

administering and coordinating activities of the selling and technical divisions dealing with commercial affairs; and



Gustav Laub

**Gustav Laub**, formerly assistant vice-president and general manager of sales, has been elected vice-president in charge of sales.

**George W. Morrow** has become associated with the **Pullman-Standard Car Manufacturing Company** as a member of the sales staff of the **Power Ballaster**

division, with headquarters at Chicago. Mr. Morrow was born at Hackensack, N. J., in 1891. In 1909 he entered the service of the New York, New Haven & Hartford, being appointed track supervisor in 1916. In 1926 he became associated with the **Ingersoll-Rand Company**, and for the next 14 years handled the sale of tie tampers, compressors and pneumatic tools for this company, with headquarters at Chicago. From 1940 to 1942 Mr. Morrow was in business for himself as a manufacturers' sales agent in the railway field. In the latter year he became manager, railway sales, for the Construction Equipment department of the **Worthington Pump & Machinery Corp.**, at Chicago, holding this position until his recent appointment with **Pullman-Standard**. Mr. Morrow was the first president of the Metropolitan Track Supervisors Club (New York), which was organized in 1921, and was also president of the Roadmasters' and Maintenance of Way Association in 1926.

**L. F. A. Mitchell** has been appointed sales manager of **Sperry Products, Inc.**, Danbury, Conn. He formerly was manager of headquarters sales of the **Crocker-Wheeler Electric Manufacturing Company**.

## OBITUARY

**Beverly Lyon Waters**, 74, founder and chairman of the board of **Lyon Metal Products, Inc.**, died on September 28.

**William Rhoslyn Cunnick**, vice-president and general sales manager of the **Great Lakes Steel Corporation** (a subsidiary of **National Steel**) at Detroit, Mich., died on September 18 at Dearborn, Mich. Born at Niles, Ohio, on April 13, 1892, Mr. Cunnick started his career as a laborer in the steel mills in 1914. He subsequently served with the **Weirton Steel Company** as assistant sales manager and later as district sales manager at Detroit where he remained for 12 years. He was also assistant vice-president in charge of sales for that company. This year Mr. Cunnick became vice-president and general sales manager of **Great Lakes Steel**.

## CONSTRUCTION

**Chesapeake & Ohio.**—This road has awarded contracts, at the indicated estimated costs, to the **Forbes Construction Company**, Huntington, W. Va., for grading and drainage for tracks for a new mine development at Wilber, W. Va. (\$33,670), as part of a project which will cost a total of \$225,805, and to **Haley, Chisholm & Morris, Inc.**, Charlottesville, Va., for rebuilding the west approach of bridge 5129, at Big Sandy Junction, Ky., (\$101,304). Also, the road has authorized the following projects, at

the indicated probable costs: Additions and alterations to freight house at Richmond, Va. (\$44,700); extending store-room at Huntington (\$260,000); car retarders and retarder towers at Presque Isle, Ohio (\$383,000); and constructing shops and other facilities for maintaining and servicing Diesel locomotives at various points on the system (\$349,000).

**Chicago & Eastern Illinois.**—This road has begun preliminary work in connection with a proposed \$750,000 freight yard improvement program at Evansville, Ind. Twenty new tracks will be added to the 15 already in operation and a new yard office of modern design is to be constructed. Five of the new tracks will accommodate 125 cars, while the remainder will be of 55-car capacity each. The office structure is to be built of concrete block and its upper floor will be glassed in to permit full visibility over the freight yards. Floodlighting over the entire yard and two-way radio communication between yardmaster and locomotives or cabooses are also part of the improvement program.

**Norfolk & Western.**—Upon this road's request, the Interstate Commerce Commission has dismissed its application for authority to construct a 9-mi. branch line in Botetourt county, Va. (See *Railway Age* of March 5, page 68.)

**Southern.**—This road has awarded contracts, at the indicated estimated costs, to the Chattanooga Boiler & Tank Co., Chattanooga, Tenn., for construction of a 1,000,000-gal. Diesel fuel oil storage tank at Spencer, N. C. (\$25,000), and to John P. Pettyjohn & Co., Lynchburg, Va., for a new Diesel locomotive repair shop at Dundee, Va. (\$89,000). Additional work on both projects will be done by company forces, the overall costs of the fuel oil facilities at Spencer being \$57,700 and of the Diesel repair shop at Dundee \$152,500. Contracts have also been awarded to J. M. Thompson & Co., Raleigh, N. C., for construction of a new passenger station at Raleigh (\$86,500), and to the Olinger Construction Company, Huntingburg, Ind., for the partial filling of an approach to Little Blue River bridge, near English, Ind. (\$27,000). Also, the road has authorized the following projects, to be undertaken by its own forces, at the indicated probable costs: Extension to passing track and new set-off track at Arlington, N. C. (\$24,000); constructing a new passing track at Tuscaloosa, Ala. (\$38,100); constructing a new crossover with signal and interlocking equipment at Chattanooga, Tenn. (\$26,810), and constructing tracks to serve the General Box Company at Meridian, Miss. (\$23,500).

**Texas & Pacific.**—This road has awarded a contract to J. Sam Owens, Arlington, Tex., for construction of a freight station at Longview, Tex., at an estimated cost of \$156,000. The facility will consist of a one-story office and

freight room of steel and masonry construction, 30 ft. by 142 ft.; covered platform on track side of freight room, 12 ft. by 101 ft.; covered freight handling platform 30 ft. by 150 ft., and open platform of timber construction, 30 ft. by 43 ft. and 40 ft. by 84 ft.

## FINANCIAL

**Central of New Jersey.**—*Celebrates Termination of Bankruptcy.*—The emergence of the Central of New Jersey from an almost 10-year period of bankruptcy was marked by a brief ceremony in the railroad's Jersey City, N. J., terminal on October 3. The railroad, which is celebrating its 100th anniversary this year, was officially returned to corporate management at 12:01 a.m., October 1, under an order signed by Federal Judge Guy L. Fake at Newark, N. J. At the October 3rd ceremony Walter P. Gardner, federal court trustee for the railroad since it entered bankruptcy on October 30, 1939, presented that court order to Earl T. Moore, who has been chief executive officer of the C.N.J. for the past two years and who recently was elected its president. (See *Railway Age* of September 3, page 80, and September 17, page 99.)

**Chicago & North Western.**—*Sued by Stockholders of C. St. P. M. & O.*—A civil suit seeking combined damages and indebtedness cancellation of about \$64,000,000 and separation of the boards of directors of the C. & N. W. and its subsidiary Chicago, St. Paul, Minneapolis & Omaha was filed in federal district court at New York on October 4 by an informal committee of stockholders of the latter company. The plaintiffs, Howard Hoit, Daniel Kiely and Joseph Janarelli, are said to represent about 25 owners of some 18,900 shares, or approximately 6.3 per cent, of the Omaha's common and preferred stock, of which the North Western owns more than 93 per cent. The action names as defendants officers and directors of the C. & N. W., to the extent that they serve both roads; asks that they be restrained "from dominating and directing" operations and financing of the Omaha, and asks that the Interstate Commerce Commission be made a party to the action. The amount of the suit covers alleged losses of some \$50,000,000 which the Omaha is said to have suffered from 1930 to date because of its management by the North Western, plus \$14,000,000 of interest which the suit asserts was "forced" on the Omaha by the North Western, over and above what the Omaha would have had to pay as an independent company.

**Delaware & Hudson.**—*New Directors.*—John M. Rudel, president of the Rudel Machinery Company, Montreal, Que., and Herbert J. Kneip, president of the

National Commercial Bank & Trust Co., Albany, N. Y., have been elected directors of this road to succeed Beaudry Leman, resigned, and the late William L. Gillespie.

## New Securities

Application has been filed with the Interstate Commerce Commission by:

**Chesapeake & Ohio.**—To issue \$3,600,000 of equipment trust certificates to finance in part acquisition from the Electro-Motive Division of General Motors Corporation of 13 1,000-hp. Diesel-electric switching locomotives at a unit cost of \$97,969 and 2 1,500-hp. Diesel-electric switching locomotives at a unit cost of \$150,193; and, from American Locomotive Company, 30 1,000-hp. Diesel-electric switching locomotives at a unit cost of \$97,882. Total estimated cost of the equipment is \$4,510,443. The certificates would be dated November 1, mature in 30 annual installments of \$120,000 each, beginning May 1, 1950, and would be sold on the basis of competitive bids.

**Denver & Rio Grande Western.**—To issue \$2,250,000 of equipment trust certificates to finance in part acquisition from Pullman-Standard Car Manufacturing Company of the following equipment:

Description	Estimated Unit cost
4 6-bedroom, 10-roomette sleeping cars...	\$145,021
2 coach-baggage cars .....	116,413
3 baggage cars .....	70,849
3 mail-baggage cars .....	78,117
8 coaches .....	119,249
2 kitchen-diners .....	182,722
1 buffet-lounge car .....	170,078
2 buffet-lounge cars .....	139,475

Total estimated cost of the equipment is \$3,000,000. The certificates would be dated December 1, mature in 30 semi-annual installments of \$75,000 each, beginning June 1, 1950, and be sold on the basis of competitive bids.

**Kansas City Southern.**—To assume liability for \$1,200,000 of equipment trust certificates to finance in part acquisition of eight Diesel-electric locomotives from the Electro-Motive Division of General Motors Corporation at a total estimated cost of \$1,548,297. The locomotives will include two 4,500-hp., 3-unit freight engines costing \$449,931 each; one 1,500-hp. passenger locomotive costing \$156,009, and five 1,500-hp. switchers costing \$98,485 each. The certificates would be dated November 1, would mature in 30 semiannual installments of \$40,000 each, beginning May 1, 1950, and would be sold on competitive bids with interest fixed by such bids.

Division 4 of the I.C.C. has authorized:

**Indiana Harbor Belt.**—To assume liability for \$2,970,000 of equipment trust certificates to finance in part 37 Diesel-electric switching locomotives (see *Railway Age* of August 27, page 59). The commission's report also authorized the I.H.B.'s proprietary companies—the New York Central, the Michigan Central, the Chicago & North Western, and the Chicago, Milwaukee, St. Paul & Pacific, to assume liability as guarantors on the basis of proportional stock ownership. The certificates will be dated September 15, and will mature in 15 annual installments of \$198,000 each, beginning September 15, 1950. The report approved a selling price of 99.1753 for the issue with a 2% per cent interest rate—the bid of Halsey, Stuart & Co., and three associates, which will make the average



## A comfortable margin of **READY POWER**

From those who have watched our new switcher in service — on the Nickel Plate, Erie, New York Central, Cincinnati Union Terminal, St. Louis Terminal Railroad and Frisco, so far — come most favorable comments concerning available power and handling.

This is due to the simplified and efficient electrical control system. But more, it lies in the fact that this locomotive has a comfortable margin of ready power. The diesel easily develops 1200 hp at 950 rpm — it provides a full 1000 horsepower to the traction motors.

Ample power will keep maintenance at a low figure. This, with the many refinements suggested by operating men, plus others conceived by ourselves, will prove out on your railroad.

Arrange to have your people take a careful look at this switcher. It is powered by our own Hamilton-built engine. It uses standard Westinghouse rotating equipment. It uses standard accessories of the highest grade.

**DIVISIONS:** Lima, Ohio—Lima Locomotive Works Division; Lima Shovel and Crane Division. Hamilton, Ohio—Hooven, Owens, Rentschler Co.; Niles Tool Works Co. Middletown, Ohio — The United Welding Co.

**PRINCIPAL PRODUCTS:** Locomotives; Cranes and shovels; Niles heavy machine tools; Hamilton diesel and steam engines; Hamilton heavy metal stamping presses; Hamilton-Kruse automatic can-making machinery; Special heavy machinery; Heavy iron castings; Weldments.



annual interest cost approximately 2.51 per cent. The certificates were reoffered to the public at prices yielding from 1.3 to 2.75 per cent, according to maturity.

**New York Central.**—To assume liability for \$9,120,000 of equipment trust certificates to finance in part 34 Diesel-electric locomotives, 500 hopper cars, 500 flat cars, and 16 electric multiple-unit passenger coaches, at a total estimated cost of \$11,673,820 (see *Railway Age* of September 10, page 81). The certificates, dated October 1, will mature in 15 annual installments of \$608,000 each, beginning October 1, 1950. The commission's report approved a selling price of 99.5227 for the certificates with a 2½ per cent interest rate—the bid of Hal-sev, Stuart & Co., which will make the average annual interest cost approximately 2.84 per cent. The certificates were reoffered to the public at prices yielding from 1.4 to 2.925 per cent, according to maturity.

### Average Prices Stocks & Bonds

	Oct. 4	Last week	Last year
Average price of 20 representative railway stocks .....	38.20	37.86	48.29
Average price of 20 representative railway bonds .....	86.61	85.95	88.75

### Dividends Declared

Illinois Terminal.—20¢, quarterly, payable November 1 to holders of record October 11.

Norfolk & Western.—4% adjustment preferred, 25¢, quarterly, payable November 10 to holders of record October 19.

Vermont & Massachusetts.—\$3.00, semiannual, payable October 7 to holders of record September 30.

## RAILWAY OFFICERS

### EXECUTIVE

**C. A. Taylor**, vice-president and general manager of the Chesapeake district of the Chesapeake & Ohio at Richmond, Va., was elected president of Cincinnati Union Terminal Company at a meeting of the terminal board, composed of an official from each of the terminal's seven proprietary railroads. Mr. Taylor was elected for the unexpired term of **A. T. Lowmaster**, who retired as terminal president and C. & O. executive vice-president on July 1.

**J. H. James**, assistant to vice-president of the Pittsburgh & Lake Erie, has been promoted to assistant vice-president, a newly-created position, with headquarters as before at Pittsburgh, Pa.

**H. M. Irwin**, assistant to the president of the Delaware & Hudson at New York, has been elected vice-president and treasurer, in addition to his present duties, succeeding **F. W. Leamy**, retired.

**Howard Ginter**, assistant to general manager of the Pennsylvania at Chicago, has been promoted to the newly-created position of assistant to vice-president at Indianapolis, Ind.

### FINANCIAL, LEGAL & ACCOUNTING

**Charles G. Hurlbut**, assistant freight claim agent of the Chicago, Milwaukee, St. Paul & Pacific, at Seattle, Wash., retired on September 30. Succeeding Mr. Hurlbut is **John H. Andrews**, chief clerk in the Seattle freight claim department.

**D. A. MacIntosh**, assistant auditor of agencies of the Canadian Pacific, has been appointed auditor of agencies, with headquarters as before at Montreal, Que., succeeding **Edwin Blackburn**, who retired on October 1 after 45 years of service with this company.

**O. H. Faus** has been appointed auditor of disbursements of the Delaware & Hudson, with headquarters at Albany, N. Y., succeeding **F. L. Danforth**, who has retired. **H. A. Ostiguy**, auditor of station accounts, has been appointed auditor of revenue at Albany, succeeding **W. S. Palmer**, who has retired. The position of auditor of station accounts has been abolished and the functions of that office have been consolidated with those of the auditor of revenue.

**Robert H. Bierma**, assistant general solicitor of the Pennsylvania, has been promoted to assistant general counsel, with headquarters as before at Chicago.

### OPERATING

**J. H. Blake**, trainmaster, Western Lines, Atchison, Topeka & Santa Fe, at Las Vegas, N. M., has been transferred to Waynoka, Okla., succeeding **C. B. Kurtz**, also transferred. Mr. Blake has jurisdiction over First, Shattuck and Buffalo districts.

**A. L. Fisher**, assistant superintendent and division engineer of the St. Louis-San Francisco, at Enid, Okla., has been appointed assistant superintendent-division engineer, Western division, with the same headquarters.

**J. J. Danhof, Jr.**, has been appointed trainmaster, Indiana division, New York Central, with headquarters at Anderson, Ind.

**Frank L. Foster**, superintendent of the Pittsburgh & Lake Erie and the Lake Erie & Eastern, has been promoted to assistant general manager, with headquarters as before at Pittsburgh, Pa. **William T. Elmes**, assistant chief engineer, has been appointed superintendent, with headquarters as before at Pittsburgh.

**J. H. Gingrich** has been appointed assistant to general manager—personnel of the Reading at Reading, Pa. **W. E. Martin**, supervisor power, has been appointed superintendent of the Reading division, with headquarters as before at Reading, succeeding **R. C. Thran**, assigned to other duties.

The New York Central and the New York, New Haven & Hartford have announced the appointment of **Stephen T. Keiley** as assistant to the manager of Grand Central Terminal, New York. Mr. Keiley was formerly transportation assistant to vice-president of the New York Central.

**J. A. Smook** has been appointed terminal trainmaster of the Atlantic Coast Line at Florence, S. C.

**J. Benton Jones**, general superintendent, Northwestern division, of the Pennsylvania, at Chicago, has been transferred to the Eastern Ohio division, with headquarters at Pittsburgh, Pa., succeeding **Jacob D. Fuchs**, appointed superintendent of the Chicago Terminal division at Chicago. Mr. Fuchs succeeds **Clarence P. Fisher**, whose election as general manager of the Chicago Union Station, was reported in the *Railway Age* of September 10. The office of general superintendent at Chicago has been abolished. **Charles E. Adams**, general superintendent, Southwestern division, at Indianapolis, Ind., has been granted an indefinite leave of absence to become president of the Harbor Side Warehouse Company, Inc., Jersey City, N. J. His former post has been abolished.

**Samuel P. Ruth**, whose appointment as superintendent car service of the Bangor & Aroostook at Bangor, Me., was reported in the *Railway Age* of September 17, was educated in the public schools at Houlton, Me. Mr. Ruth entered the service of the Bangor & Aroostook in January, 1929, as a messenger in the engineering department at Houlton and subsequently served in the operating department as clerk-stenographer at Caribou, Me., and as a clerk in the office of the superintendent of the Northern division at Houlton. Mr. Ruth became chief clerk in the office of the superintendent of the Southern division at Bangor in May, 1942, and served in that position until his recent appointment.

**Bertrand W. Smith**, trainmaster of the Northern division of the Bangor & Aroostook, has been promoted to superintendent of that division, with headquarters at Houlton, Me., succeeding **Henry H. Dow**, who retired on October 1, after 48 years of service with this road. Mr. Smith entered the service of the Bangor & Aroostook as an operator in November, 1912, and served successively as train dispatcher and chief train dispatcher of the Southern division and as trainmaster of the Southern and Northern division.

Mr. Dow was born at Hodgdon, Me., on September 7, 1879, and entered railroad service on September 12, 1901, as brakeman with the Bangor & Aroostook. He was appointed conductor in October, 1909; traveling conductor on January 20, 1920; assistant trainmaster on March 21, 1920; trainmaster on February 28, 1921, and division superintendent on May 1, 1939.

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## TRAFFIC

**Fred L. Cring**, assistant division passenger agent of the Missouri-Kansas-Texas at Dallas, Tex., has been appointed to the newly created position of assistant general passenger agent in the general offices at Dallas.

**R. B. Lewis**, formerly assistant to the general agent of the Chicago & Eastern Illinois' mail, express and baggage department, has been promoted to general agent of that department at Chicago, succeeding **Frank J. Orth**, who retired on September 30.

**William H. Barnes**, foreign freight agent of the Pennsylvania at Pittsburgh, Pa., has been transferred to Chicago to succeed **Harold B. Bovee**, whose appointment as New England freight agent at Boston, Mass., was reported in the *Railway Age* of September 24.

**C. N. Packard, Jr.**, general freight agent of the Chicago, Rock Island & Pacific at Chicago, has been promoted to district freight traffic manager at San Francisco, Cal., succeeding **E. A. Groves**, who retired on September 30. Mr. Packard has been succeeded by **A. B. Murphy**, assistant general freight agent at Chicago. A photograph and biographical sketch of Mr. Groves appeared in the *Railway Age* of December 18, 1948, in connection with his appointment as district freight traffic manager at San Francisco.

A native of Lincoln, Neb., Mr.



C. N. Packard, Jr.

Packard began his career with the Rock Island in 1923, in the freight traffic department at Lincoln, and in 1937, was appointed freight traffic representative at Los Angeles, Cal. He later returned to Lincoln to serve as division freight agent, subsequently becoming general agent in the Rock Island's Pittsburgh (Pa.) offices. In 1946, he was appointed general freight agent at Chicago.

**C. W. Edwards**, general passenger agent of the Chicago Great Western at Chicago, retired on October 1, after more than 29 years of service with the Great

Western, and a railroad career of 42 years. The offices of general passenger agent and of manager, mail, baggage and express traffic, have been consolidated under the supervision of **R. A. Bishop** as passenger traffic manager. Mr. Bishop was formerly manager of mail, baggage and express traffic.

**J. Wade Sellers**, commercial agent of the Louisville & Nashville, has been appointed general agent, with headquarters as before at Jacksonville, Fla., succeeding **Frank L. Salisbury**, who has retired after more than 51 years of continuous service with the L&N. The position of commercial agent at Jacksonville has been abolished.

## ENGINEERING & SIGNALING

**J. P. Ensign**, engineer maintenance of way of the Pittsburgh & Lake Erie and the Lake Erie & Eastern, has been promoted to assistant chief engineer, with headquarters as before at Pittsburgh, Pa., succeeding **W. T. Elmes**, who has been appointed superintendent of both roads. **R. E. Vandivort**, roadmaster, succeeds Mr. Ensign as engineer maintenance of way.

**R. C. Steele** has been appointed assistant signal engineer of the Electric division of the New York Central at New York, succeeding **E. B. Smith**, who has retired under the pension regulations of the company, after more than 42 years of service.

The Pennsylvania has abolished the positions of general superintendent of its Northwestern and Southwestern divisions, and their accompanying organizations, and the following engineering staff changes have been announced in this connection, effective October 1: **M. C. Bitner**, engineer maintenance of way, Northwestern division, has been appointed assistant to the chief engineer maintenance of way, Western region, with headquarters as before at Chicago; **W. W. Boyer**, engineer maintenance of way, Southwestern division, Indianapolis, Ind., has been transferred to the Northern division at Buffalo, N. Y., replacing **C. R. Montgomery**, who has been appointed division engineer of the Philadelphia division at Harrisburg, Pa., and **K. A. Werden**, formerly division engineer of the Philadelphia division, has been transferred to the Williamsport division at Williamsport, Pa., succeeding **S. M. Rodgers**, who has been appointed assistant engineer in the office of the chief engineer maintenance of way of the Eastern region, Philadelphia, Pa.

## SPECIAL

**James I. Patin**, superintendent of the labor and wage bureau of the Central region of the Pennsylvania at Pittsburgh, Pa., has been appointed assistant chief of personnel, with headquarters at Phila-

delphia, Pa., succeeding **M. Luther Long**, who has retired after 47 years of service. **B. O. Wilson**, chief clerk in the personnel department at Philadelphia, succeeds Mr. Patin as superintendent of the labor and wage bureau at Pittsburgh.

**R. R. Johnson**, supervisor rates of the Reading at Reading, Pa., has been appointed personnel assistant, non-operating, with headquarters at Philadelphia, Pa. **J. J. McCool** has been appointed personnel assistant, engine and train service.

## OBITUARY

**Charles M. Shriver**, general manager of the New York Terminal region of the Baltimore & Ohio, with headquarters at New York, died suddenly of a heart attack on October 2 at his home in Pikesville, Md. Mr. Shriver was born at Baltimore, Md., on June 9, 1893, and was educated at Boys' Latin School in Baltimore and Lehigh University. He began his railroad career with the Baltimore & Ohio in June, 1910, as machinist apprentice, becoming a machinist in July, 1915. The following January he was appointed inspector of fuel service and he was promoted to assistant road foreman of engines in April, 1916, becoming assis-



Charles M. Shriver

tant trainmaster in March, 1917. Two months later he was appointed trainmaster. From July, 1918, to May, 1919, Mr. Shriver was furloughed for military service, returning to the Baltimore & Ohio on the latter date as trainmaster. He was advanced to assistant superintendent of terminals at Baltimore in July, 1920; superintendent of terminals in June, 1921; and superintendent of the Baltimore division on December 1, 1930, transferring to the Cumberland division at Cumberland, Md., in July, 1936. On January 1, 1941, Mr. Shriver was promoted to general superintendent at Baltimore becoming general manager of the New York Terminal region at New York in 1942.

**James E. Taussig**, president of the Washash from 1920 to 1931, died on October 4 after a brief illness, at the age of 84.

# ALL-WELDED HOPPER CARS ARE MORE RUGGED ... REQUIRE LESS UPKEEP

By A. T. COX

Vice President, Lincoln Electric Railway  
Sales Co.  
Cleveland, Ohio

ONE thousand hopper cars now being fabricated for the Erie Railroad will have greater strength and durability to better resist the severe shock and impact loads of modern railroading because of their solid, one-piece, all-welded construction. In addition to greater durability, the welded design adopted for these hopper cars will mean less maintenance for this Class I railroad by eliminating the sources for looseness and corrosion otherwise encountered in riveted construction.

To assure maximum strength on all connections, the arc welding is being done with the Automatic "Lincolnweld." With this process, 100% penetration is assured on all joints by using exceedingly high welding currents and increased welding speeds. Arc welding in a complete coverage of granular flux with continuous electrode feed and preset welding current, voltage and speed, assures solid, uniform welds in a single pass.

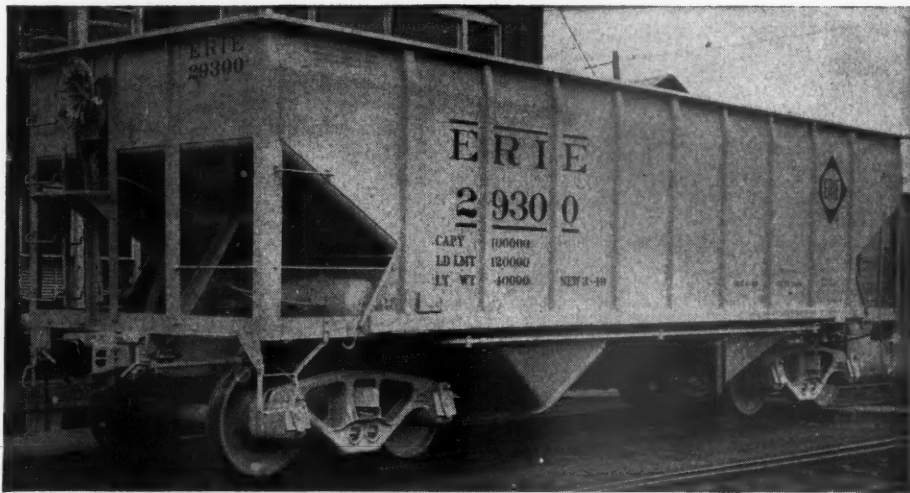


Fig. 1. Rugged all-welded hopper car built for the Erie Railroad by the American Car and Foundry Company, Berwick, Pa. car shops.

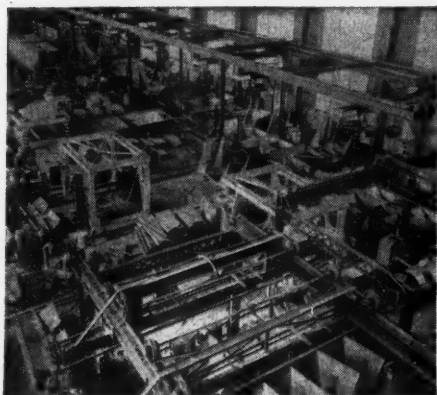


Fig. 2. Mass production set-up for weld-fabricating hopper cars. Straight-line product flow simplifies materials handling, permits more efficient use of floor space.

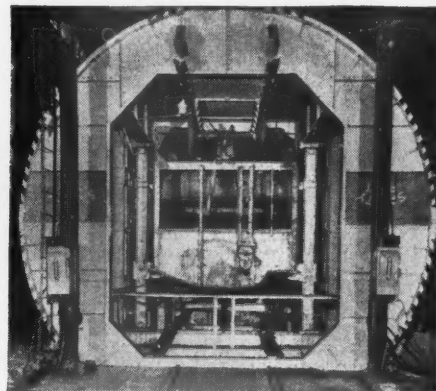


Fig. 3. Turn-over fixture enables every weld to be made in a flat, horizontal position with the Automatic "Lincolnweld," assuring greater strength on each joint.



Fig. 4. Sub-assembly operation, welding cross seams with the Automatic "Lincolnweld" to make a solid, continuous sheet from several plate sections.

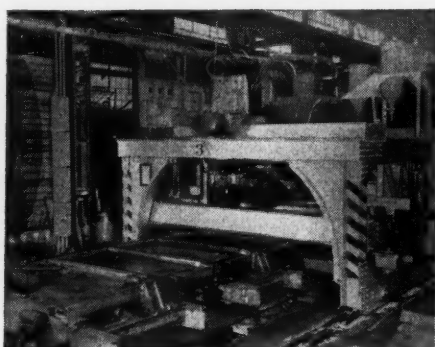


Fig. 5. Another typical sub-assembly operation. Arc welding side stakes to side sheets. Two welding heads complete weld on both sides of stake in one pass.

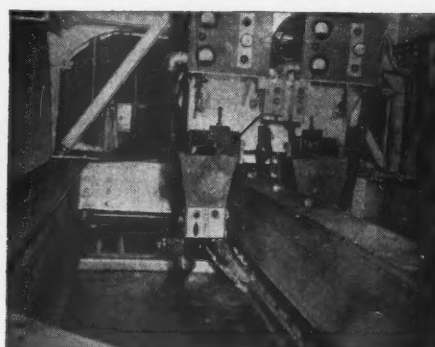


Fig. 6. Fillet welding bulb angles and pressed channel side sills to side sheets using two Automatic "Lincolnweld" heads to complete welds on both sides in one pass.

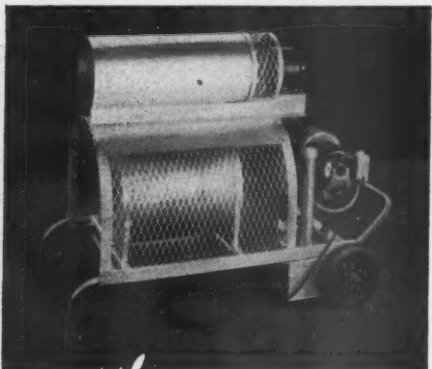
The above is published by **THE LINCOLN ELECTRIC COMPANY** in the interests of progress.  
For further information about arc welding procedures or equipment, write The Lincoln Electric Railway Sales Co., 11 Public Square, Cleveland, Ohio,  
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## Current Publications

### BOOK

*Freight Commodity Statistics, Class I Steam Railways in the United States for the Year Ended December 31, 1948.* 282 pages. Prepared by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. For sale by the Government Printing Office, Washington 25, D. C. No price given.

Contains statistics on the number of tons and number of carloads of freight originated and terminated, total freight traffic, and freight revenue, by commodities, for the country as a whole, and for individual railroads. Other tables summarize the average load per car originated, by classes of commodities and by regions; the average revenue per ton originated or per ton terminated, by classes of commodities, and the relative importance of the various groups of commodities.

### PAMPHLETS

*The Miracle of America.* 19 pages. Published by the Advertising Council, Inc., 25 W. 45th st., New York 19. Single copies, free; \$4.50 per 100; \$45 per 1000.

The Advertising Council, in the interest of a better-informed America, has been, and is, conducting a number of public information campaigns. In this booklet a simple explanation of our economic system is attempted. It tells why Americans live better, how

machines make jobs and why freedom and security go together. It has been approved by representatives of labor and management, and is being distributed by many large companies to their employees.

*The Full Facts.* 17 pages. Published by the steel companies in the wage case, Room 3301, 350 Fifth ave., New York 1. Free.

A brief digest of the steel companies' case before the President's Steel Industry Board, Federal Court building, Foley square, New York, July 26-August 29, 1949.

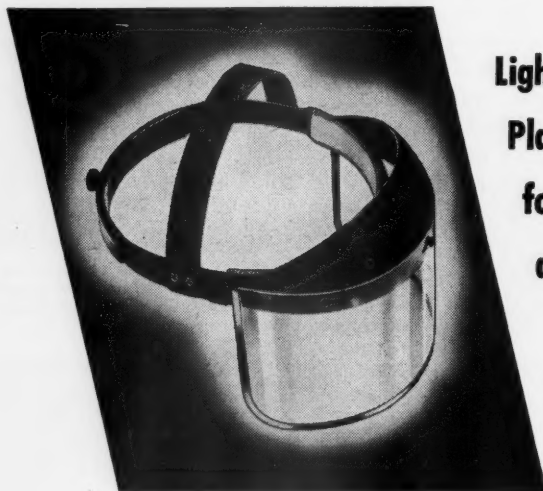
*Employee Pension and Insurance Plans Should be Contributory.* 15 pages. Published by the steel companies in the wage case, Room 3301, 350 Fifth ave., New York 1. Free.

A brief statement of the steel companies' position, supplemented by representative newspaper editorials.

*The Steel Wage Issue.* Published by the American Metal Market, 18 Cliff st., New York 7.

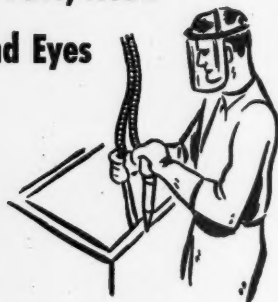
From July 9 to August 12, 1949, the American Metal Market commented in its editorial columns on the wage dispute in the steel industry. Because of the possible widespread consequences of this dispute, these editorials, discussing major points at issue, are republished chronologically in this booklet.

*Accident Bulletin No. 117, Calendar Year 1948.* 121 pages. Prepared by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. For sale by



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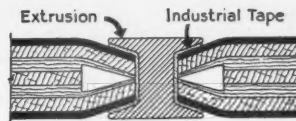
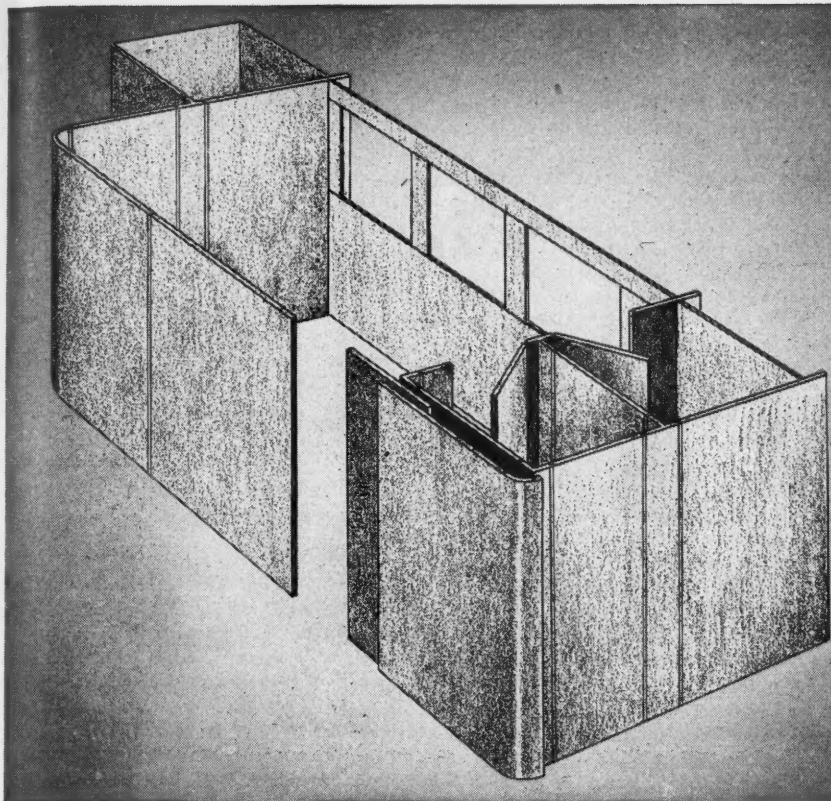
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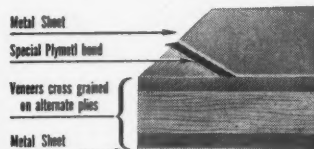
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This bulletin is a summary and analysis of accidents on steam railways in the United States subject to the Interstate Commerce Act. Part I covers introductory comments on various types of accidents; Part II, the general summaries and tables, and Part III, annual tables by individual railways. Appendix A contains statements of railway accidents in the United States from 1888 (or other years) to 1948, and Appendix B, extracts from the rules governing monthly reports of railway accidents and other pertinent information. See also *Railway Age* of September 24, page 63.

*Who Gets the Railroad Dollar?* (1949 edition) By Dr. Jules Backman, associate professor of economics, New York University. 30 pages, illustrations. Published by the Eastern, Western and Southeastern Railroads. Available from the Committee on Public Relations of the Eastern Railroad Presidents Conference, 143 Liberty st., New York 6. Free.

This booklet, based largely on Dr. Backman's testimony in the most recent general railroad wage case, includes essential data concerning distribution of the railroad dollar as between wages, payroll taxes, expenditures for materials and supplies, depreciation, improvement of property and equipment, taxes, interest and dividends. It also contains data on railroad traffic and profits; distribu-

tion of freight traffic between different agencies of transportation; the sources of railroad revenues; average hourly and weekly earnings of railroad employees; purchasing power of those earnings; comparative wage costs in railroads and other industries; basis of payment for railroad operating employees; increases in wages, freight rates and passenger fares; reduction of funded debt; investment per employee, and return on investment. All facts are explained with a minimum of text, accompanied by simple, easily-understood, two-color charts.

*Operating Cost Guide—Technical Bulletin No. 2.* 24 pages. Published by the Power Crane & Shovel Association, 74 Trinity place, New York 6. 50 cents.

This bulletin, prepared by the members of the association, presents a method of estimating costs of ownership and operation of power shovels, hoes, draglines, clamshells and cranes ranging in capacity from  $\frac{3}{8}$  cu. yd. to  $2\frac{1}{2}$  cu. yd., or from  $2\frac{1}{2}$  tons to 50 tons. Taking up in order fixed costs, operating costs and other costs, the bulletin analyzes each of these items, explaining in detail the data and calculations required to evaluate them in their true perspective.

Since much of the information given is average or theoretical, it is not claimed that this bulletin presents an exact method for accounting purposes, nor that the information given should be used to estimate or figure a job without substantiating it from experience or other sources. Rather, the in-

formation is designed as a guide to new owners and students of power cranes and shovels, so that they may more fully appreciate the expenses that experience has shown must be covered if profitable operations are to result.

*Bulletin No. 77, Railway & Locomotive Historical Society.* 70 pages, illustrations. Published by the Railway & Locomotive Historical Society, Baker Library, Harvard Business School, Boston, Mass. Price, to members, \$1; to non-members, \$2.

Two lengthy articles feature this bulletin; the first covers locomotives of the Denver & Rio Grande and Denver & Rio Grande Western, and the second is a history of the suburban service of the Chicago, Rock Island & Pacific in the Chicago area.

#### TRADE PUBLICATIONS

*Gunitite Concrete, Bulletin No. 10.* 28 pages, illustrations. Published by the Gunitite Concrete & Construction Co., 1301 Woodwether road, Kansas City 6, Mo.

Describes the use of Gunitite concrete, presenting its advantages and applications, and illustrating with photographs and drawings a few of the many and various classes of Gunitite concrete work completed by this company during its experience as exclusive contractors for this type of construction.

*Behind the Scenes with Big Yellow Machines.* 16 pages, illustrations. Published by the Caterpillar Tractor Company, Peoria 8, Ill.

Highlights the precision manufacturing processes behind Caterpillar Diesel crawler and wheel-type tractors, engines and earth-moving equipment. The photographs and text cover research activities, laboratory tests, precision inspection methods, foundry casting, welding, machining and heat treatment.

*Equipment for Railroad Locomotive Coaling, Cinder, and Sanding Plants for Steam and Diesel Engines. Bulletin No. 70.* 24 pages, illustrations. Issued by the Ross & White Co., Chicago Daily News bldg., Chicago 6.

The first half of this bulletin presents descriptive information and installation views of the complete Ross & White line of sanding plants. The remainder is devoted to this company's locomotive coaling plants of various types, from the "Red Devil" engine coaler to large 500-ton structures, the "N.&W." type cinder plant, and the latest Ross & White innovation — the "Red Devil" coalcar shaker.

*White Railway Switch Heaters.* 3 pages, illustrations. Published by the White Manufacturing Company, Elkhart, Ind.

This booklet describes in detail White switch heaters, including the Model G-1 oil-burning units and the Model G-3 gas-burning units. It emphasizes that White heaters can now be installed for automatic operation on any system of remote-controlled switches, using the regular signal circuits, and gives details of the remote-control apparatus. The booklet concludes with descriptions of other White equipment for railroads.



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